

(ESTABLISHED 1881.)

\$36 PER ANNUM.
SINGLE COPY 10 CENTS

Shipping—Steamers

HONGKONG, CANTON. MACAO
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG CANTON LINE.

HONGKONG TO CANTON	CANTON TO HONGKONG	HONGKONG TO CANTON	CANTON TO HONGKONG
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MONDAY, 31st November.
8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

THURSDAY, 24th November.
8.00 A.M. HONAM 8.00 A.M. KINSHAN
10.00 P.M. KINSHAN 5.15 P.M. FATSHAN

FRIDAY, 25th November.

TUESDAY, 22nd November.
8.00 A.M. FATSHAN 8.00 A.M. HONAM
10.00 P.M. HONAM 5.15 P.M. KINSHAN
10.00 P.M. KINSHAN

WEDNESDAY, 23rd November.
8.00 A.M. FATSHAN 8.00 A.M. HONAM
10.00 P.M. HONAM 5.15 P.M. KINSHAN
10.00 P.M. KINSHAN

THURSDAY, 24th November.
8.00 A.M. FATSHAN 8.00 A.M. HONAM
10.00 P.M. HONAM 5.15 P.M. KINSHAN
10.00 P.M. KINSHAN

FRIDAY, 25th November.
8.00 A.M. FATSHAN 8.00 A.M. HONAM
10.00 P.M. HONAM 5.15 P.M. KINSHAN
10.00 P.M. KINSHAN

SATURDAY, 26th November.
8.00 A.M. KINSHAN 8.00 A.M. FATSHAN
10.00 P.M. FATSHAN 5.15 P.M. HONAM
10.00 P.M. HONAM

SUNDAY, 27th November.
8.00 A.M. KINSHAN 8.00 A.M. FATSHAN
10.00 P.M. FATSHAN 5.15 P.M. HONAM
10.00 P.M. HONAM

8.00 A.M. KINSHAM 8.00 A.M. FATSHAM SUNDAY, 27th November.
10.00 P.M. FATSHAM 5.15 P.M. HONAM 10.00 P.M. FATSHAM

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted

throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD

HONGKONG-MACAO LINE.
HONGKONG TO MACAO.

Weekdays at 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Weekdays at 7.40 a.m. Sundays at 7.30 a.m.

EXCURSION TO MACAO.
There will be no excursion to Macao on Sunday, the 27th inst. The "SUI AN" will leave for Macao at 1 P.M. and return on Monday at 7.30 A.M. On and after Tuesday, the 29th

Inst. the two Macao steamers will resume the usual run :
From Hongkong at 8 A.M. and 2 P.M.
" Macao at 7.30 A.M. and 2 P.M.
Further particulars may be obtained at the Office of the Customs

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 1 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMSHIP CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION

COMPANY, LTD.
SANTON-WUGHOW LINE.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Companies' direct steamers "Lianan" and "Sannat." These vessels have Superior Cabin and accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANSIONS, (FIRST FLOOR),

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. Manager, [95]

ASTOR HOUSE

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire

New Management. Large and Comfortable Rooms; Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodations.


Under Persons) Supervision of

L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.

THE



"REMINGTON"



TYPEWRITER

Is not the cheapest when purchased
but it is the cheapest in the long run
as is proved by the fact that the number

of Remingtons sold annually is, vast
greater than that of any other make.
It has always been and is to-day the
corned leader among writing machines.

CAUTION.—Beware of skillfully
novated old Remingtons, sometimes

up in original packing, which are on
market just now. They are offered at low
prices and apparently new, but in real-
ity worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON,
SWINSEN & CO.
 (Machinery Dept.)

100

100

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
Established 1864.
Hongkong, 24th October, 1910. [33]

Hotels.

WEISMANN'S

FRESH GRAPES

Hongkong, 25th October, 1919.

HOTEL CRAIGIEBURN

PLUMMER'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July 1920.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 1 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 585 Tons, and "NANNING," 560 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. Passengers return to Hongkong at various rates by the Company's direct steamers "Lianhai" and "Suen". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Place.

Hotels.

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Manager. 1902

Hongkong, 5th February, 1902.


ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms; Excellent Cuisine under the supervision of an Experienced FRENCH CHIEF, and separate Tables; Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU,
Proprietor.
N. BEUMENTHAL,
Manager.
Telephone, 19. Telegrams "Astor."

THE
"REMINGTON"
TYPEWRITER



Is not the cheapest when purchased but it is the cheapest in the long run as is proved by the fact, that the number of Remingtons sold annually is far greater than that of any other make.

It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing the longest time.

CAUTION—Beware of skillfully renovated old Remingtons, sometimes up in original packing, which are on market just now. They are offered at prices and apparently new, but in reality worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON,
REEMANN & CO.
 (Machinery Dept.)

MAILS.
NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGERI, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"LUTOW" Capt. B. Wilhelm (T. 17,500)	WEDNESDAY, 30th Nov., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Blazer (T. 18,500)	About WEDNESDAY, 30th November.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000)	SATURDAY, 3rd Dec., at Daylight.
KOBE and YOKOHAMA	"COBLENZ" Capt. H. Rogener (T. 6,750)	About TUESDAY, 13th December.
KUDAT and SANDAKAN	"BORMIO" (T. 5,500) Capt. F. Samelli	Middle of December.

All the steamers of the Imperial Line are fitted with Wireless Telegraphic. New System of Telefunken.

NORDDEUTSCHER LLOYD.

MEISCHERS & CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 22nd November, 1910.

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.
VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other factors. It restores vitality, improves circulation, increases energy, and cures all ailments of the nervous system. It is a powerful tonic, and its use is recommended by the highest medical authorities. It is sold by all chemists and druggists.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of impure blood, whether induced by disease, or by other factors. It purifies the blood, and restores its natural purity. It is a powerful tonic, and its use is recommended by the highest medical authorities. It is sold by all chemists and druggists.

Send stamped addressed envelope for free booklet, or for 2/6 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., COSELY OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS, CASH, CHEMISTS.

GENTLEMEN,
WE HAVE SOMETHING TO
SUIT YOU!

OSMAN & CASUM,

JUST ARRIVED, a wide range of New Fashionable Suit length pieces of 3/2 yds.—double width.

Pyjama Suits, Woollen, Flannel and Flannelette.

Silk Scarves, assorted colours; Scarf Pins, rolled gold and gold plated. Dress Neck Ties, White and Black.

HOOSAIN-ALI & CO.,
No. 14, QUEEN'S ROAD CENTRAL
Hongkong, 15th November, 1910.

SAVE YOUR HEALTH
in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles 5s. 30
Dose 3.25
Case 50 Bottles 11.50
" 60 " 13.20

SOLE AGENTS:
"FRENCH STORE"

Hongkong, 18th July, 1910.

1 & 8, D'AGUIAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

Hongkong, 6th September, 1900.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND TOILET REQUISITES FOR SALE.

19, D'AGUIAR STREET, HONGKONG.

Hongkong, 3rd September, 1907.

Intimations.
THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and Watkins.
DRY DOCK DEPARTMENT—Telephones: Nos. 376, 506, or 681.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 27.5 "

Mooring basin 600 feet x 100 feet x 25 feet deep.

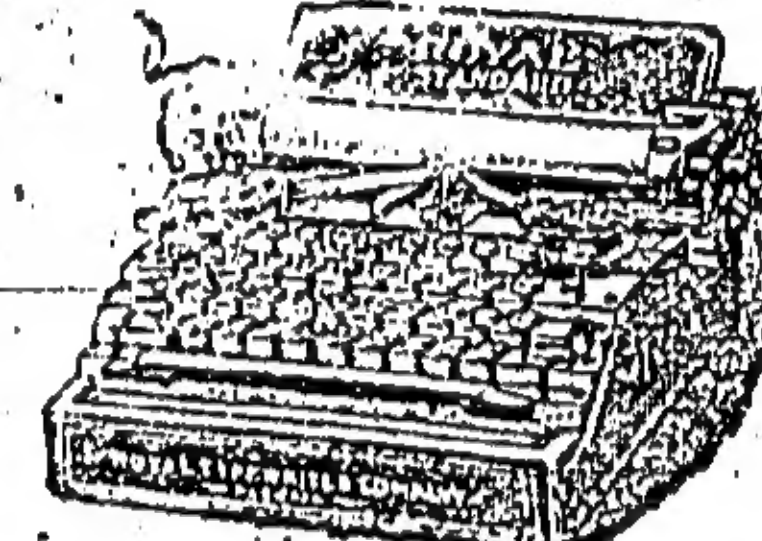
EVERY description of repair work is undertaken. A large assortment of material including all shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 513, or 575; Customs Branch Office 1392, Takashimacho Office 292, or 2050; Irifancho Office 2151.

206 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government all ways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.



FREE TRIAL.

TRY THE
ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

GRAMAPHONES,

AND SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE

DEPOT

61, DES VREUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHAWAN TOMES & CO.,

General Managers.

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LTD.
(CAPITAL PAID UP \$1,350,000)
Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)
THE OFFICE OF
TROTTER & WILLIS,
ATTORNEYS &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 20th March, 1905.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL and PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP and SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S PATENT'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAILERS' PATENT MOTOR
LAUNDRERS,
&c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

ALWAYS IN STOCK
AT
REASONABLE PRICES.

EVERY KIND OF
SHIP'S STORES and REQUISITES

THE BRITISH-FOREIGN IMPORT &
EXPORT COMPANY, Central Build-
ings, Liverpool, England, is prepared to
receive Consignments of Local Produce on
best terms.

LAU PING KEE.

DEALER IN
USED POSTAGE STAMPS
AND
PICTORIAL POST CARDS.

HAS also a Large Assortment of XMAS
and NEW YEAR CARDS in Stock.
Prices Moderate.

MONEY CHANGER.

No. 10, Queen's Road Central,
Hongkong, 3rd November, 1910.

HUNG ON & CO.,

SHOW ROOM and STORE
at the Premises formerly occupied by
"A CHEE & Co.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS and
FURNITURE

IMPORTERS and DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Ware of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

RUBBER BSIATE RETURNS.

	Sept.	Oct.	Nov.—Oct.
Allagar	1,600	8,555	25,017
Alor Pongon	7,628	11,157	11,157
Alma	1,100	4,850	4,850
Anglo Malay	50,621	464,118	464,118
Ayer Kuning	370	400	2,186
Ayer Molek	2,168	11,058	11,058
Ayer Panas	1,580	4,330	4,330
Balgownie	7,651	8,481	84,818
Batak Rabbt	1,350	5,835	5,835
Batong	4,713	19,397	19,397
Batu Caves	14,728	104,070	104,070
Batu Tiga	9,602	61,870	61,870
Berem	1,100	1,100	1,100
Bertam	10,350	83,893	83,893
Bikam	3,145	16,767	16,767
Briah	1,675	5,892	5,892
Bukit Kajang	5,293	5,664	4,148
Bukit Rajah	36,311	308,965	308,965
Bukit Litang	4,700	4,750	31,770
Bukit Timah	1,422	1,157	5,118
Bukit K. B.	612	1,605	1,605
Carey United	12,250	86,550	86,550
Castelfield	5,047	31,168	31,168
Changkat Serdaung	3,142	2,055	29,544
Changkat Salak	2,157	2,374	9,463
Cheng	950	950	950
Cleely	15,445	15,126	109,317
Consolidated Malay	25,085	189,020	189,020
Jalodonia	25,000	179,227	179,227
Chumor	2,174	2,174	2,174
Chersonese	2,385	10,630	10,630
Chota	900	900	900
Damansara	93,190	258,100	258,100
Damlion	440	440	440
Edinburgh	6,200	8,000	61,950
Federated (Selang.)	17,058	91,318	91,318
F.M.S. Rubber	34,745	413,864	413,864
Gelang	22,000	117,100	117,100
Gleesley	2,132	2,024	17,665
Glenish	4,784	19,493	19,493
Golden Hope	9,180	53,182	53,182
Golconda	18,073	104,426	104,426
Gula Kalumpang	10,800	12,000	32,800
Hal Koo	720	2,593	2,593
Harpender	12,000	57,030	57,030
Hayer	599	608	2,174
Heawood	1,168	1,384	6,561
High & Lowlands	43,173	371,843	371,843
Inch Kenneth	12,895	112,486	112,486
Indragiri	705	4,401	4,401
Jimbah	100	100	100
Jongra	9,511	60,583	60,583
Johong	21,880	23,850	186,250
Kapar Para	17,108	97,816	97,816
Kamuning	8,940	9,800	137,472
Kempoy	4,099	27,134	27,134
Kempoy	4,700	5,250	31,619
Kiebang	235	713	713
Kota Tinggi	670	50	4,098
Kuala Klang	3,181	16,591	16,591
Kurun	3,141	3,307	11,765
Kuan Rab, Est.	3,870	41,03	19,554
Kuala Lumpur	49,216	401,236	401,236
Kuala Selangor	7,002	7,002	7,002
Labo	20,042	20,102	161,166
Ladang	31,097	281,837	281,837
Ledbury	10,633	81,522	81,522
Linggi	78,000	81,000	669,500
London Asiatic	8,678	11,789	11,789
Malaka Fluda	51	782	782
Malacca Plant	33,000	220,000	220,000
Mandal Tekong	470	720	1,474
Merton	2,178	11,072	11,072
New Serendah	731	731	731
New Singapore	60	220	220
North Hummock	7,408	41,018	41,018
Nov Scotia	17,500	83,405	83,405
Padaung Jawa	920	920	920
Pajam	3,500	3,000	25,300
Pattaling	27,654	134,011	134,011
Pegoh	5,204	5,571	35,991
Pengkalan Durian	1,156	2,059	2,059
Perak Plant	13,242	98,688	98,688
Port Dickson	1,085	1,150	6,479
Radella	1,134	8,169	8,169
Rembia	1,488	6,818	6,818
Riba Rubber	6,679	47,846	47,846
Rubank	20,000	100,720	100,720
Ratunai	2,050	2,500	14,104
Rubber Growers Assn.	1,099	3,997	35,130
S. Helena	105	735	735
Sengat	6,415	9,200	63,372
Selaba	8,072	49,108	49,108
Sungai Choh	5,533	16,413	16,413
Sungai Kapar	4,556	120,256	120,256
Sundycroft	8,217	67,103	67,103
Tadfield	21,095	135,504	135,504
Telangor	36,218	237,799	237,799
Terenban	35,721	182,074	182,074
Tembawang	665	838	2,916
Tengawang	8,316	46,908	46,908
Telford	11,700	69,301	69,301
Tips & Johore	17,664	85,015	85,015
Tingapore Para	5,275	5,250	49,575
Trails Rubber	39,500	105,880	105,880
Tungel Salak	4,656	2,515	2,515
Tungel Way	37,851	37,851	37,851
Tungkal Chomoy	1,680	1,680	1,680
Sepat	879	879	879
Tambalak	1,127	3,215	3,215
Tanjong Malim	900	3,450	3,450
Telok Anson	830	1,057	6,789
Tell Ayer	12,446	94,846	94,846
Trafalgar	304	318	2,661
Tremelby	6,100	33,865	33,865
Talping	500	500	500
Ulu Pandan	450	530	2,311
United Singapore	2,228	12,778	12,778
United Sumatra	850	26,848	26,848
Vallumbina	33,700	191,400	191,400

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singer's Free Press.]

HUNG ON & CO.,

SHOW ROOM and STORE
at the Premises formerly occupied by
"A CHEE & Co.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS and
FURNITURE

IMPORTERS and DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Ware of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.
Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—
Signal No.
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and RAIL below indicates a Typhoon to the South-West of the Colony.
7. A RAIL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and RAIL below indicates a Typhoon to the North-West of the Colony.
Red Signals indicate that the centre is believed to be more than 100 miles away from the Colony.
Black Signals indicate that the centre is believed to be less than 100 miles away from the Colony.
The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.
These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.
URGENT SIGNAL.
In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—
THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.
NIGHT SIGNALS.
The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.
I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 200 miles from the Colony.
II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 200 miles from the Colony.
III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.
No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.
These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.
SUPPLEMENTARY WARNINGS.
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:
Gap Rock, Aberdeen,
Waglan, San Kwan,
Starkey, Sai Kung,
Cape Collinson, Sha Tau Kok,
Tai Po.
This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.
Further details can always be given to Ocean Vessels, on demand, by signal, from the Flaghouse.
F. G. FROES,
1910.

Intimation.

Wm. Powell, Ltd.,

Alexandra Buildings.

NOW SHOWING

NEW AUTUMN GOODS...

LADIES'...

COSTUMES...

COATS...

EVENING...

CLOAKS...

A LARGE VARIETY OF CHILDREN'S

HATS, COATS, SHOES, ETC., ETC., ETC.

Wm. Powell, Ltd., Alexandra Buildings.

REVOLUTIONS.

THE NEW "FORTY-EIGHT."

There is undoubtedly a stir in the air, which recalls something of the tempestuous winds that shook down so many shabby thrones in '48. For some time we have been wondering whether the old revolutionary spirit was not dead—whether economic troubles, to be solved by slow and difficult processes of reorganisation, were not the main stuff of social discontent. They indeed exist, and are a potent element in the revolts and risings of the hour. But they are not the whole cause of them, and they are working in a new relationship to general social forces. To-day, as in '48, the old familiar tyrannies, feeble and luxurious Governments, Clericalist, pretentious, bird or ill-guided Kings, have raised the old cries, and brought the people once again into the streets. And here has come the great surprise. "No more physical force revolutions," said the wisecracks. "Science and the machine-gun have settled all that." But these prophets have reckoned without one very significant new fact in modern government. That is the Conscript Army. It has been too lightly assumed that this gave an unbreakable weapon into the hands of the rulers. The precise opposite is the case. It was the Army which made the Turkish and the Portuguese Revolutions. If the Army is against the Spanish Monarchy, Spain will follow the example of her little neighbour and kinsman.

THE ARMY AND THE PEOPLE.

The modern Army is indeed bone of the bone, flesh of the flesh, of the people. The content in Spain has largely risen out of the sufferings and wrongs of the conscripts in Cuba and Melilla. Thousands of humble homes were filled with their terrible stories: thousands of mothers cursed Maura and the Jesuits because of them. As for the Turkish Revolution, it would have been impossible but for the movement among the Army officers. A thousand Ahmed Riza, fully enlightened and Europeanised, could not have pulled Abdul Hamid off the throne of the Caliphs. Even in France, the home of Revolutions, we have been confronted with a situation which must make all Europe pause. M. Briand (whom I last saw in the office of "L'Humanité") on which he was certainly not the least revolutionary member of that brilliant staff has tried to use the Army against the worker. For the moment he may have succeeded. But what has he done? He has shown that the working people and the Army are really one organisation; that the civic and the military strains in the modern State bleed. Is one force likely to be used with much effect against the other, when the people are suffering from real and profound injustice, and are as clearly right as the Government is clearly wrong? I doubt it. The Army of Industry and the Army of Defence are one. If Industry is dissatisfied, will Militarism crush its protest down? Once, perhaps—or twice. But what statesman will dare use this weapon freely? Who can tell when it will break in his hand?

ABSOLUTEISM.

And the events in France go far beyond the French border. They are a lesson to Germany as well. Discontent, the spirit of '48, are there, too. They may work rather more slowly than on the other side of the Rhine, but there, as elsewhere, the spirit and force of absoluteism are undermined. Who believes in the Kaiser's incontestable Divine Right? Who thinks that the Prussian franchise will last? Two forces forbid us to think that the revolutionary temper will leave Germany untouched. The first is the critical scepticism of the German people, which, for all its veil of romance, remains the most formidable stronghold of rationalism in Europe. The second is the unappeased unrest of the workers. What is going to satisfy this craving? What does it represent?

Well, it represents—with us as with the rest of the world—that most perilous and unhappy condition of mind, the contrast between the actual and the ideal. Everything now combines to make the worker dissatisfied with his lot. His intellect, his critical faculty, has outstepped his faith, his power to construct ideal paths out of the unfulfilled wilderness of his daily lot. The old forms of religious belief, which regarded the next world as a kind of material recompense for the hardships and misfortunes of our present existence, have lost their power of simple appeal. And in his life of to-day a hundred forces combine to make him think that he is being ill-used. The popular press, even when it is Conservative—and perhaps the more because it is Conservative—conspires to this end. It is never tired of picturing—by pen or photograph—the glories and enjoyments of the rich, their luxuries and recreation, the heaped-up results of industry and speculation. "Where do we come in?" think the workmen.

A RESTLESS AGE.

Not that their life has not improved, too. It has more leisure, here and there, no doubt, more colour and happiness. But the last twenty years have undoubtedly been disappointing. Money wages have gone up; but real wages have barely risen, or have even declined; and so with the new era of arbitration and large schemes of industrial settlement, the workman's old power to hit out when he is too hard pressed, to force this and that weak point in the capitalist defences, seems to be qualified. Parliament, indeed, is doing more for him; but he has hardly had time to realise the ameliorating force that is being slowly moulded to his desires. The old anarchic individualism, visible in the mean streets of our industrial towns, is still with us; indeed, it now and then gets a new and specially mean and vulgar incarnation in such shapely "Moderate" London County Council. In such surroundings the workman's idealism is apt to turn to sour hopelessness. All the political creeds, the most advanced as well as the most reactionary, seem to promise him no immediate or tangible release from his conditions, almost in the same breath in which they tell of the meanness of his present lot and the glories of the reconstituted State.

THE WAY OUT.

Here, then, is one of the most formidable ingredients of the brew of discontent that sets us all thinking of '48. Let our statesmen be, think themselves. They have got to be far less of a repressive than a reconciling and a healing force. There is no going back on Democracy. Even though a strike falls here and there, the general movement will not be beaten back. Already the rev. it against dear food has killed Protection. But it is the whole condition of the modern State, the élan d'âme of its citizens, the spiritual and temporal needs which modern industry creates, that is the true subject-matter of our statesmanship. If its brains and energies are not equal to find solutions, then a plunge into the stormy world of to-day, with hardly a glimpse of the blue sky in the wreck, should warn it of the perils of denial or incompetence or unimagination conservatism. Hope must be kept alive in the industrial world; and the social soil sown with seeds from which it can grow. Men of goodwill must co-operate with governments to this end, for if it falls civilisation fails, too.—H. W. Massingham in Morning Leader.

LADY'S CURIOUS WILL.

SHELTER FOR HOMELESS AND CONTEMPT FOR RELATIONS.

There was proved in London the other day, the will of a Spanish lady residing in Paris which is one of the most curious documents admitted to probate. While on the one hand it provides the means of shelter for the homeless and for the care of animals, yet on the other hand her opinion of her relatives is expressed in a considerable venom. She leaves—

Ten thousand francs to the society for the Protection of Animals—in particular dogs—in condition of placing in the meeting hall a picture with her name and title of "Protecting Friend of Dogs," and that all her three dogs, her cat and kittens, shall be received and well cared for by the society until they die of old age. "George, my husband," continues the will, "must watch over and require the Society of Animals to cause fulfilment to be given to what I ask for."

Ten thousand francs for her burial in a vault and the saying every day of one mass.

Three hundred thousand francs to Mme. Médard de Beaux and her children, requesting that they may accompany her to the cemetery.

Five thousand francs to the Little Sisters of the Poor on condition that six of them shall accompany her and pray so long as her body shall remain exposed in her apartment and shall accompany her to the cemetery.

Twenty-five thousand francs (£4,000) upon trust for her husband, saying: "He cannot touch this 5,000 francs or do anything whatsoever. He must live on the interest which he will have from this sum, and if he remarries, from that day the income and the capital shall no longer be his. He may dispose of them only if he becomes a monk in an order. And on the day of his death, if he remains a widower, these 25,000 francs, with the rest of what remains of my estate, shall be used to found a house of refuge for couples with out children who cannot find means of housing and who are in the most complete need of shelter."

"As to my sisters, nieces, nephew, brother-in-law, and cousins, nothing shall come to them from me but a bag of sand to rub themselves with. None deserve even a good-bye; I do not recognise a single one of them. It is useless even to communicate my death to them; they have too much abused and lied against me."

THE HUMAN SOUL.

EDISON DISBELIEVES IN ITS IMMORTALITY.

In a remarkable interview, Mr. Thomas A. Edison proclaims himself an absolute disbeliever in the immortality of the soul or a future life. He denies the individuality of the human being, declaring that each man is merely a collection of cells, just as a city is a collection of human beings.

"Will New York city go to heaven?" the inventor asked his interviewer. "I cannot see any use of a future life. There is no more reason to believe the human brain, which you call a soul, is really such, than there is to believe that one of my phonographic records is one and is immortal. The brain is a recording factory where the records are made and stored. It is a mere machine."

Mr. Edison explained the will power which drives the brain as palpably a form of electricity and declared: "Whatever it is it is material."—Daily Mail.

CLEANLINESS OF PARIS.

Paris is shortly to make an effort towards greater cleanliness; not personal cleanliness, for bathrooms are still regarded as luxuries, but in the direction of civic cleanliness, observes a Paris correspondent. The subscription list has just opened for a loan of nearly 1½ millions sterling, forming part of the big 36,000,000 loan that has been authorised by Parliament. A portion of the 1½ millions is to be spent on reforming the highways department and bringing the city scavenging department up-to-date. We are promised that the gelling up of the streets will be practised as little as possible, by arranging that all necessary underground work shall be done at the same period. Now the electric light company pulls up a street, patches it up, and then the gas company appears and tears it up again; then perhaps the street is repaved, only to be pulled up again by the under-ground railway.

Notice of Firm.

NOTICE.

THE Business of Messrs. PERCY SMITH & FLEMING and Mr. J. HENNESSEY SMITH in Hongkong and the Business of FLEMING and PERCY SMITH in Manila have been amalgamated as from the 1st of June last and will in future be carried on under the firm name of PERCY SMITH, SMITH & FLEMING at No. 5, Queen's Road, Hongkong; and FLEMING PERCY SMITH and SETH at No. 95, Anloague, Manila.

PERCY SMITH and FLEMING, J. HENNESSEY SMITH, 5, Queen's Road, Hongkong, 23rd November, 1910.

To Let.

TO LET.

A HOUSE IN KNOTSFORD TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th November, 1910.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS. 1 & 2, BOWEN ROAD, lately occupied as Auxiliary Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST. OFFICES, No. 3, CORNAUGHT ROAD, 3rd Floor.

A HOUSE IN WONG-KI-CHONG ROAD. OFFICES IN YORK BUILDING. No. 10, DES VIGNE ROAD CENTRAL, 3rd Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Tram stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd November, 1910.

TO LET.

GODOWN No. 5A, DUNDRELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd July, 1910.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET. REASONABLE FEES. Consultation Free. Hongkong, 19th June, 1910.

Dr. M. H. CHAUN, DENTAL SURGEON, 13, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 17th January, 1910.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

SOLE IMPORTERS: J. B. BAKER & Co., Hongkong.

HONGKONG AVERAGE MARKET PRICES.

Corrected 24th Nov., 1910, 100 cts. per 5 lbs.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mel Lung Pa B	20
" Corned—Ham Ngau Yuk	22
" Roast—Shic	22
" Breast—Ngau Lam	15
" Soup, Tong Yak	20
" Steak—Ngau Yuk Pa	22
" Sirloin—Ngau Lan	10
" Sausages—Ngau Yuk Chong	10
Bullock's Brains— " Know—par set	9
" Tongue fresh—Ngau Li—each	10
" Corned—Ham Ngau Li—each	10
" Head—Ngau Tan	85
" Heart—Ngau Sun—par B	18
" Hump, Salt—Ngau Kin	18
" Feet—Ngau Kook	8
" Kidneys—Ngau Yiu	9
" Tail—Ngau Mel	9
" Liver—Ngau Gon	12
" Tripe (dressed)—Ngau To—each	6
Calves' Head and Feet—Ngau-chai-tao-kook—each	1.00
Mutton Chop—Yang Pa Kwai	21
" Leg—Yang Pa	21
" Shoulder—Yang Shau	20
Pork Chittlings—Chai chong	21
" Brains—Chai Know—par set	24
" Feet—Chai Kook	24
" Fry—Chai Chak	25
" Head—Chai Tan	15
" Heart—Chai Sun—each	15
" Kidneys—Chai Yiu	9
" Liver—Chai Koon	10
Pork Chop—Chai Pa Kwai	20
" Corned—Ham Chai Yuk	21
" Leg—Chai Pa	21
" Fat or Lard—Chai Yau	25
Sheep's Head and Feet—Yang Tan	20
" Kook	20
" Heart—Yang Sun—each	5
" Kidneys—Yang Yiu	11
" Liver—Yang Gon	12
Sacking Flax, To Order—Chai Chai	24
Suet Beef—Sang Ngau Yau	28
" Mutton—Sang Yang Yau	30
Veal—Ngau Chai Yuk	30
" Sausages—Ngau Chai Yuk Tong	30

POULTRY.

	Cents.
Chicken—Kai Chai	28
Capon, Large, Small—Shi Kai	28
Ducks—Ap	23
Overs—Pan Kuo	24
Eggs, Hen—Kai Tan—per doz	16
Fowls, Canton—Kai	10
" Hainan—Hoi Nam Kai	16
Geese—Nga	24
Geese, Wild Shanghai—Shuang Hoi Ye	1.50
Ngo	1.50
Mask Deer—Wong Keng	50
Hare—To Chai	30
Partridge—Chai Khoo	60
Pheasant—Shan Kai	50
Pigeons, Canton—Pak Kuo	25
" Hoihow—Hoihow Pak Kuo	28
Quail—Um Ching	18
Rice Birds—Wong Pa Chank	10
Salp—Shi Chai	24
Turkeys, Canton—Fo Kai Kung	65
" Hainan—Na	65
Wild Ducks, Shanghai—Sai Ap	1.35
Teal, Shanghai, Sai Ap Chai	70
Wild Ducks Canton—Sang Shing Sai	1.20

FISH.

	Cents.
Barbel—Ka Yu	9
Bream—Bin Yu	16
Canton Fresh Water Fish—Hoi Bin Yu	16
Carp—Li Yu	10
Crabs—Hoi Yu	17
Goldfish—Mun Yu	17
Grabs—Hoi Yu	18
Grass Fish—Mok Yu	16
Dab—Sa Maung Yu	15
Dace—Wong Mei Loo	14
Dog Fish—Titi Yu	9
Kels, Gongor—Hoi Ma Yu	15
" Fresh water—Tun Sai Yu	16
" Yellow—Wong Si	16
Frogs—Tien Kai	28
Garoupa—Sak Pan	12
Gudgeon—Pak Kuo Yu	12
Herrings—Tao Pak	18
Halibut—Chong Koon Yu	18
Labrus—Wong Fa Yu	16
Loach—Wu Yu	15
Lobsters—Lung Ha	15
Mackerel—Chai Yu	15
Monk Fish—Mon Yu	18
Mullet—Chai Yu	24
Oysters—Sung Hoo	20
Parrotfish—Kai Kung Yu	16
Perch—Tan Loo	15
Pike—Fa Paw Poong	18
Plaice—Pan Yu	18
Pomfret, Black—Hak Chong	17
Pomfret, White—Pak Chong	17
Prawns—Kung Ha	15
Ray—Pai Pa Sa	15
Rock Fish—Sak Kuo Kung	15
Roach—Chai Yu	15
Salted, (Chai), fresh water—Ma Yu	15

	Cents.
Shark—Sa Yu	20
Skate—Fo Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	26
Soles—Tat Sa Yu	12
Tench—Wan Yu	18
Turbot—Choi Hoi Yu	22
Turtles, small, fresh water—Kook Yu	10
White Bait—Ngau Yu Chai	10

FRUITS.

	Cents.
Almond—Hung Yau	25
Apples, (California)—Kam San Ping	20
" (Chafso)—Tin Chun Ping	12
" (Small)—Hoi Tong	12
" (Gustard)—Fan Lai Chai	12
Bananas, fruit, Canton—Sang Shong	3
" (brides), Macao—San Heng Chai	4
Chestnuts, Chinese—Fong Lut	10
Carambola—Yang Tot	12
Cocosnuts—Yeh Tsi	8
Grapes—Shi Tai	24
Lemons, China—Ning Moong	6
" Amer.—Kun San Ning Moong	8
Lichees, Small Sione—Lai Chai Coa	20
" Fresh, Lai Chai	10
Limes, (Sai Gon)—Sai Kung Ning	7
" (Wong)	18
Mango, Manila—Lai Sang Moong	18
Mango, Saigon—Sai Kung Moong	18
Mangosteens, San Chai Tai per doz	7
Oranges, Tin Chong	7
" Small—Tai Kut	11
" Mandarin—Tin Kut	11
Olive—Pak Lam	11
Passion Fruit	11
Pears, (American)—Kam San Shi Li	11
" (Canton), Cooking—Sa Li	11
Peanuts, Fa Sang	10
Pineapple, Large—Hung Chai	7
Pine-apples, 1st quality—Shung Poon	11
" 2nd quality—Shung Poon	11
" 3rd quality—Shung Poon	11
" 4th quality—Shung Poon	11
" 5th quality—Shung Poon	11
" 6th quality—Shung Poon	11
" 7th quality—Shung Poon	11
" 8th quality—Shung Poon	11
" 9th quality—Shung Poon	11
" 10th quality—Shung Poon	11

VEGETABLES, &c.

	Cents.
Artichokes, 5 nanghai—Shung Hoi Ah	7
" Chai Chai	7
Beans, (French) Macao—Oh Moon Pia	10
Beans, (French), Shanghai—Shung Hoi	10
" Pia Tai	10
Beans, Sprout—Ah Chai	10
Beans, Long—Tao Kuo	7
Beet Root—Hung Chai Tai	4
Brinjals, Green—Shung Yuen Ker	4
Brinjals, Red—Hung Ker	4
Bamboo Shoots—Chook Shau	10
Cabbage, Chinese, com.—Kai Choy	3
Cabbage, Red—Kai Lan Tai	10
Cabbage, (Shanghai)—Yeh Tsi	8
Cane Shoots, bunch—Kai Shau	3
Cauliflower, Large size—Tai Yeh Chai	13
" Small size—Chung Yeh	10
Cauliflower, Medium size—Chung Yeh	10
Choi-fai	10
Cauliflower, Small size—Sai Yeh Chai-fai	8
Carrots—Kam Shau	6
Celery, Chinese—Tong Kan Choy	4
Celery, English—Yang Kan Chai	9
Celery, White—Pak Yung Kan Chai	10
Chillies, Dried—Chai Chai	10
" Red—Hung Fa	10
" Green—Chung Lai Chai	10
Curry Stuffs, English—Ka Lee Chai Lin	8
Cucumbers—Chung Kwa	1
Blister Squash—Fu Kwa	8
Garlic—Sai Tai	8
Ginger, young—San Tsi Kung	5
" old—Lo Kung	10
Home Radish, Shanghai—Lik Kan	20
Indian Corn—Sak Mai	4
Lettuce—Yang Sang Chai	1
Water Cress—Ma Tai	4
" Mandarin—Kwai Lam Ma Tai	6
Mushrooms	48
Mushrooms, rash—Sung Chai Kho	48
Onions, Bombay—Yang Chung Tai	7
" Green—Sung Chung	4
" Shai—Shung Hoi Chung Tai	4
" Japan—Yai Poon	11
Okra—Mo Ker	8
Parley, English—Yang On Sai	10
Green Peas—Chung Tai	10
Potatoes, Sweet—Fan Shai	1
" Shanghai—Shung Hoi Shai	1
" Tsal	1
" Japan—Yai Poon Shai Tai	1
" American—Fa Ki	1
" Foochow—Pak Chai Shai Tai	1
" Macao—Oh Moon	1
Pumpkin—Tong Kwa	1
Radish—Hung Lo Pak Tsal	4
Rhubarb	1
Shallots—Chai Chung Tai	6
Springs (Chinese)—Paw Chai	1
Splonch—Yin Chai	1
Tomatoes—Yai Ker	5
Taro—Wu Tai	5
Turnips, Poon (Looz)—Low Pak	1
" English—Yang Low Pak, place	1
Vegetable Marrow—Chai Kwa	4
Water Cress—Sai Yung Chai	7
" Caltrops—Lau Kuo	1
" Lily Roots—Lin Ngau	4
Yam—Yai Shai	5
" Sag	6

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel vendors to sell at the prices quoted.

W. BOWEN ROWLANDS, General Manager.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland.

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 25, 1910.

COLLISIONS AND "GOOD JOSS."

We learn that a mail-boat of one of the well-known lines trading in the Far East landed four shipwrecked men in Japan the other day, and that the shipwreck had been caused by the sampan or junk belonging to these men crossing the bows of the steamer. One wonders how it is that more accidents of this sort do not happen, or how steamer officers are able to preserve their sanity under what must be intolerable provocation. Two days ago, we are informed by an eye-witness, the following episode occurred: A steamer leaving Hongkong was feeling its way through the traffic, and had nearly got clear of the crowd of sampans that swarm round the steamer wharves. A sampan that was apparently doing nothing and going nowhere suddenly burst out, in frantic energy, so to speak, and the piratical-looking scamps who were rowing it, laughed, actually laughed, as they drove their craft right across the bows of the steamer. The Captain on the bridge was a gentleman who on occasion is capable of sailorly language. In fact, he is not a bit afraid of saying so, in sailorly terms. But on this occasion he merely sighed. Now, we submit that a merchant skipper's sigh is a serious thing, as serious a thing, and indeed, more so, than a Naval Captain's "Damn." Things must be very bad when it comes to that. And so they are, very bad. For, if one of these wretched sampans is run down, and one of its worthless rowers drowned, the poor Captain or officer on the bridge may be charged with manslaughter, and in any case gets let in for no end of trouble. These water rats think it "good joss," that it brings them luck, to take risks by wantonly crossing a steamer's bows. What can be done to put down this sort of thing? Those who follow the sea have worries and anxieties enough. Heaven knows, without additions of this sort. We suggest that it should be an understood thing, that when a sampan is run down by a steamer, under no matter what circumstances, the steamer be held blameless, and that she be under no obligation to stop and pick up the sampan men—that is, in port, of course. This sounds drastic, but is far more reasonable than the present stupid and irrational state of things, wherein men's hair is turned grey before the time when it is decent and proper for a Master Mariner to have grey hair.

LOCAL AND GENERAL.

LADY Lugard is giving an "At Home" at Government House on the 26th of December.

A CHINA man was awarded three weeks' hard labour at the Police Court this morning for the larceny of a brass ladle.

A CHINAMAN was fined 15 at the Police Court this morning for being in unlawful possession of a quantity of adulterated wood.

MRS. Main, of the Kowloon British School, has reported to the Police that she has missed jewellery amounting to the total value of \$5.48.

A COOLIE was awarded fourteen days' imprisonment and four hours' stocks at the Magistracy today for the larceny of a quantity of timber at Sai Wan Ho.

A REPORT has been made to the Police that a thief entered an unnumbered house in Lok Ming Lane and stole rings, pearls and clothing valued at \$5.45.

THE Paris *Matin* states that the French cruiser *Edgar Quinet* will be able to fire shells at the rate of 60 a minute. All the new ships of the French navy will be provided with similar guns.

A COOLIE was charged before Mr. E. R. Halliday at the Magistracy this morning for the larceny of brass brackets from private residences. His Worship sentenced the thief to nine weeks' "hard" and six hours' stocks.

ONE of the three Portuguese youths who were charged with theft the other day was this morning sentenced to three months' "hard" and was further bound over in a personal bond of \$50 to appear for judgment when called upon.

THE Marine Court of Inquiry into the collision between two river-boats in Whampoa Channel, which was to have been held at the Harbour Office this morning has been adjourned to Wednesday next, owing to the Harbour Master's inability to get the Court together.

OWING to a misprint in our yesterday's issue, we gave the name of one of the steamers which collided in Whampoa Channel the other day and in connection with which a Marine Court of Inquiry is to be held at the Harbour Office as the *Hoi Tung*. It should have been the *Kwonglung*. The other steamer is the *Hoi Tung*.

NEWS FROM THE NORTH.

THE LATEST DENUNCIATION.

[Specially Translated for the Hongkong Telegraph.]

Censor Chen Sheo-tung has denounced Prince Su for negligence in the discharge of Police duties and the employment of incompetent officials on the staff. The memorial has been shelved.

THE AMERICAN LOAN.

During last week Duke Tsai-tse, the Minister of Posts and Communications, Mr. E. Tang Shao-yi, and Vice-Minister Sheng Hsuan-wai had conferences in the Grand Council regarding the protest received from Japanese quarters against the raising of the American loan.

THE CONSTITUTIONAL QUESTION.

The Grand Council has received instructions from the Prince Regent that heretofore all important telegrams received by the Council from the various provinces relating to Constitutional affairs, should be submitted direct for the Regent's personal, no matter whether they are presented on behalf of others or not.

ANOTHER LOAN.

During the time H.E. Jui Cheng, the Viceroy of two Hu provinces, was in Peking, he proposed to the Grand Council and the Prince Regent that an iron bridge should be built from Hankow to Wuchang. It is now learnt that the plan has been prepared by an American Engineer and the cost of erection is estimated at about \$20,000,000 gold. The amount in question will be borrowed from America.

THE NEW CABINET.

It is reported that Prince Jing is willing to accept the post of president of the New Cabinet which has been offered him by the Prince Regent.

MILITARY MATTERS.

H.E. Na'ku has been instructed by the Prince Regent to proceed to Mukden to watch the new system of training of troops as well as to investigate into the negotiations proceeding between Russia and Japan for the increase of troops.

AN IMPORTANT POST.

The Grand Council has determined to recommend Chang Chiao to take charge of the new Constitutional Chamber (i-tse-yuan) as this position must be filled by a man who enjoys the confidence of the people.

ADMIRAL SAH DISCARDS HIS QUEL. H.E. Admiral Sir Sah Chea-Ping discarded his que upon the 17th inst. with a view to encouraging Military and Naval officers to follow his example. He also hopes that the people will do likewise.

A REMARKABLE INTERVIEW.

It is reported that Prince Tsai-tsun interviewed Prince Ching on the 19th inst. and asked him why he had not supported the proposal for the immediate opening of Parliament. The latter replied that as there were so many other matters to be looked to, such as the promulgation of Constitutional and Election Laws, the establishment of the Privy Council, the Auditing Department, the Administrative Office, before a Parliament could be practicable, that it should be put off for at least two or three years in order to proceed with the other necessary reforms. Prince Tsai asserted six months would suffice to make the necessary preparations if the Government set to work with a will and that it was highly impolitic to defer the matter for a period of two or three years, in view of the strong tendency of the people in favour of the scheme. It would be dangerous added the Prince, to trifle with popular sentiment.

ALLEGED MANSLAUGHTER.

STEAM-LAUNCH COXSWAIN CHARGED.

Kwok Lo, coxswain of the steam-launch *Wah Ying*, was brought up before Mr. E. R. Halliday at the Magistracy this afternoon for alleged manslaughter of one P. C. True and a Chinese seaman in a Police patrol boat in the harbour on the night of the 4th inst. Capt. Lyons was in charge of the case for the Police and Mr. W. E. L. Shenton, from the firm of Messrs Deacon, Lorcker and Deacon, represented the defendant. Commander C. W. Beckwith, R.N., Assistant Harbour Master, was also present in Court and occupied a seat on the bench.

Mr. A. Ritchie stated that he was a passenger on board the steam-launch *Wah Ying* on the 4th inst. between 9 and 10 p.m. and was going to Yau-ma-tei. They left Central Market wharf and two and a half minutes later he heard a crack and immediately got up and looked over the side and saw a man struggling in the water. A line was immediately thrown over. He then looked over the starboard side and saw a boat. He could not say whether it was a sampan or a boat. The launch stood by and picked up two more men. A man on the launch shouted out how many men were in the boat and the answer was "five." After the collision three men were rescued. The coxswain, inquired how many men were missing and one of the rescued men said two, one being a European and the other a Chinese. About 20 passengers were travelling at the time fore and aft and he did not know who was in charge. The launch was going about three-quarters speed. The night was a very dark one and it was blowing very hard. A strong current was running at the time. The launch had the usual lights and in addition one was put up in the fore-part for the convenience of the passengers.

Mr. Shenton—You live in Yau-ma-tei, don't you?

Yes.

How many times do you cross over in a day?

Has the launch always been managed exactly the same way as on the night of the 4th?

Yes.

Has there been any collision before?

You do a good deal of launch work, don't you?

Do you think the launch was going at a reckless speed?—No, it was not.

Prior to the collision did you hear any warning from the Police boat?

Did the launch cruise round after the collision for about three-quarters of an hour?

She stood by for half an hour. After this I told him to steam west so as to enable us to pick up any bodies.

How long did you cruise like that?—For over an hour.

Immediately after the collision was a life belt thrown into the water?

Yes, I saw one and everything was done as quick as they could.

His Worship—Did the coxswain lose his head at all?—No, he was perfectly capable.

He blew four whistles and ran astern?—Yes, sir.

There was a warning at all?—No.

Was there any noise on board before the collision?

Was it raining?—It was drizzling.

Was it clear enough to see the launch light?

And was it clear enough to see junk light?

Yes, it was.

Another's Romero stated he was employed in the Oriental Tobacco Manufactory at Yau-ma-tei. He was on board the launch *Wah Ying* and heard a man shouting out to a sampan and he stood up and saw a Police boat coming towards the launch on the starboard-side. He saw the collision, and saw the Police boat capsize. He saw two men in the water. One caught hold of the rope on the side of the launch. The launch then turned round. The man in the water was shouting for help and a life buoy was thrown out to him. After this the coxswain blew the whistle four times. A search was then made. He could not distinguish the coxswain at the time, as it was a dark night, and he was standing at the time. The launch was going full speed at the time. He was sitting on the right hand side and saw no light on the Police boat. The people on board rendered every assistance they could after the collision.

Mr. Shenton—When you stood up at the time the man was shouting "Sampan!" was the boat quite close?

Yes.

Had there been any light flashed could you have seen it?

Were you sitting in front of the launch?

Yes.

How long have you been living in Yau-ma-tei?

About two months.

How often have you been travelling by this ferry?

Very often.

You said the boat was going full speed. You won't describe it as reckless?—No, it was the speed used on former occasions.

When you say full speed you mean it was going at ordinary speed?—Yes.

Capt. Lyons—Were there any men on the launch?

Where were they?—Sitting in front looking forward.

The man shouted out "Sampan!" just at the time of the collision?—Yes, the boat was close together.

His Worship—Did you hear my shouts from the Police boat?—Yes, at the time when I stood up.

What was it?—Just a noise.

Did you hear any noise before the cry of "Sampan!"?

No.

The Chinese constable was recalled.

When you first saw the launch, how was the light flashed?—The light was flashed full.

The European constable was tilting down at the time?—Yes.

Did he shout out?—Yes, when he was near.

What do you call near?—About twenty paces.

Did he flash the light?—Yes.

Did he shout out at the same time?—Yes.

How far was the launch when he did so?

About ten paces.

Who shouted first, the people on the launch or the European constable?—The constable shouted first.

His Worship—Could you say anything about the current?—No.

Was it easy pulling?—Yes.

Was the boat going fast?—Yes.

Counting, witness stated that when quite near the launch they backed water for about ten to twenty strokes. All four of the Chinese crew stood up, but not before they got near the launch. They backed water on their bow.

They had received no orders to do so from the European constable.

Other witnesses were called and the hearing was further adjourned.

PORTRAITS FOR QUEEN'S COLLEGE.

TRIO OF HANDSOME GIFTS COMPLETED.

As we had the pleasure of announcing on Tuesday last, Queen's College will soon be materially enriched in its embellishments by a series of oil paintings of some of its past masters, generously subscribed to by those who still retain a lingering interest in the traditions of the Colony's premier educational institution. The portrait of Dr. Frederick Stewart and the late Mr. G. Falcoer have already been offered and accepted and now it is announced that subscriptions have been collected for a splendid representation in oil of Mr. A. J. May, M.C. The names of the subscribers, who are all "Old Boys" of the College, follow:—

Ng Hon Tsz, Leung Po, Wong Kam Fuk, H. K. Ho, J. O. Anderson, Ko Po Sham, Ho Shai Wing, Ho Shai Kit, Ho Shai Lo, Ho Shai Kwong.

AN AMERICAN ARRESTED.

ALLEGED ISSUE OF FALSE CHEQUES.

Alford Finlay Tansy, an American, was arrested at noon today on his arrival from Manila. He appeared before Mr. J. R. Wood, Second Police Magistrate, this afternoon, charged by Mr. A. Davies, Manager of the Hongkong Hotel, with issuing cheques to the total amount of \$4,768.10 on the 23rd of September last by false pretending that he had an account with the Hongkong and Shanghai Bank in Manila, whereas in fact he has no such account. Inspector Hanson was in charge of the case and the defendant was unrepresented.

The case was remanded till tomorrow at 12 o'clock so as to enable the defendant to find bail. In the meanwhile, his Worship ordered defendant to be detained in Police custody.

THE UGLIEST WARSHIP AFLOAT.

Great interest attaches to the speed-tests of the new battleship-cruiser *Indefatigable*. Her turbines are ostensibly designed to develop 44,000 h.p. and give a speed of twenty-six knots; but the engineering department of Devonport Dockyard is calculating on an excess of two to three knots on this.

The *Indefatigable* will displace 19,250 tons on her trials. Her hull embodies some striking departures of design. From her stem to about one-fifth of her length aft, she is built as keen as a wedge. No racing yacht has such knife-like lines. As sailors put it, she has no shoulders at all.

There is a twofold purpose in this. Keeness is essential to speed, but it must not be carried beyond certain limits for seaworthiness. The *Indefatigable* is not intended to be seaworthy She will be driven through the waves, not over them.

Her immense freeboard forward renders this possible. Where a smaller vessel would draw herself, the *Indefatigable* will merely throw a smother of spray. The idea of minimising her lifting power is that she shall not lose her speed by plunging in heavy weather, and that she shall prove a steadier gun platform. Enormous bilge keels will reduce her rolling.

IRREGULAR FUNNELS.

In appearance the *Indefatigable* will mark a further step in that ugliness which seems inseparable from warship development. Her funnels, three in number, are all of different design, and at unequal distances apart. Added to this the forward funnel is twenty feet higher than the other two.

The purpose of this is to carry the fumes clear of the fire-control station on the fore tripod. The effect is sadly to mar the symmetry of the ship.

Eighteen-inch guns of 50-calibre are mounted in four turrets, the wing pair being echeloned, so that all the guns can be brought to bear on either broadside, and six ahead or astern.

The topsides of the *Indefatigable* are so barren of superstructure that she will practically be permanently cleared for action.

She will burn 400 tons of coal per twenty-four hours at full power. Four propellers drive her, absurdly small to look at, but very high-pitched. She carries less than half the number of water-tube boilers of the *Powerful* to develop twice the horse-power, a striking illustration of the efficiency of the turbine.

At full power the *Powerful* would make 120 revolutions a minute; the *Indefatigable* will make nearly 300.

LIEUTENANT A. P. Saunders has been appointed navigating officer of the cruiser *Kaituma*, Squadron, as a temporary measure. Lieutenant Saunders, who is the assistant navigator of the flagship *Minotaur*, became a cadet in 1902, and was promoted to the rank of lieutenant in June, 1908.

KOWLOON'S TRADE.

The following statistics relate to Kowloon's trade for the year 1909:—The net value of the trade passing through Kowloon stations for the year 1909 reached a total of *HA. Tls.* 49,553,681, as compared with *HA. Tls.* 53,477,376 in 1908 and *HA. Tls.* 54,381,058 in 1907, and there is thus a check to record in the expansion of the trade of the Kowloon district, though reference to our tables will show that among the potential causes of the existing decrease are lessened importations of opium and rice. The trade for the year was marred by many unfavourable features, for contraction of credit had its due result, but towards the close of the year a better feeling prevailed with an indication of brisker business; stocks of all description had fallen to a normal level, and signs were not wanting to indicate the approach of a period of steady trade. But though on the whole the general condition of trade during the year may not have been especially favourable, owing to various causes which combined to aggravate the commercial depression and inactivity from which, as has already been pointed out, signs of recovery were manifest only towards the end of the year, yet without narrowly looking at any fortuitous circumstances which may have caused it to be prosperous or the reverse during any given month, it may be confidently stated that there are no causes at work which may prevent a thorough revival of prosperity. With the advance of spring came a long period of late and heavy rains and weather generally so unseasonable that the rice crop in Kwangtung was considerably damaged. But bankruptcies and failures to meet engagements were few and far between, and most of the mercantile and financial institutions passed successfully through the year. There can, of course, be no doubt that competition is now keener than it has hitherto been in all branches of industry and that the tendency is to reduce all profits to a minimum. Exchange during the greater part of the year fluctuated but little. During May there was a slight rise, occasioned by exceptional activity in exports, coincident with continued stagnation in the market for imports; but this movement was of short duration, and the latter part of the year brought improvement in deliveries of imported goods. Opening at 18.13/6d. the sterling value of the dollar gradually rose to 17.14/6d, but fell again to 16.84/6d. towards the end of October, and kept about this level until early in December, when a gradually upward movement set in, the opening rate at the commencement of 1910 being 18.13/6d. The year 1909 will rank as a memorable one in the annals of the port of Hongkong owing to two "epoch-making" occurrences—the commencement of operations in connexion with the building of a Hongkong University and the introduction of a limited Customs Service. The University scheme was made possible by the offer of funds for the erection of buildings from Mr. Mody, one of Hongkong's most prominent citizens, who subsequently increased his donation to \$185,000, which represents nearly a double of the sum originally offered. The scheme has received a full measure of support, for in May His Excellency the Governor announced that Messrs. Butterfield and Swire had promised a donation of £10,000 towards the Endowment Fund, of which sum Messrs. John Swire and sons had given £3,000, and in the following month the Canton Viceroy forwarded the sum of \$20,000, which had been raised at his request from Chinese sources, towards helping to materialise the scheme. The Endowment Fund now stands at \$123,640. A bill relating to liquor licenses was passed during the year, and the current saying is that Hongkong is now no longer a free port! Would it be more correct to say that it is no longer a free drinking port? The Colonial Government, realising that the new opium policy of restriction and extinction announced by the British and Chinese Governments would seriously interfere with the colonial trade, and recognising that if matters were allowed to drift a grave state of affairs would inevitably ensue—a deficit of from \$500,000 to \$600,000 being anticipated in its opium revenue prior to the opening of the leaders for the new opium farm in September 1909—found it necessary to amend its system of unrestricted and unrecorded trade in the way it considered least disturbing to general interests, and thus it was that there was passed on the 17th September an Ordinance levying duty on all intoxicating liquors imported into, or manufactured in, the colony. Liquors stored in bonded warehouses or in transit are not dutiable, and with regard to those distilled, made or prepared locally, duty is only leviable on removal from the factories. It is estimated that some \$700,000 per annum will be derived from this new form of taxation. It is interesting to note that in spite of the restrictions imposed on the opium trade by the new Consolidating Opium Ordinance the actual result of the competition for the opium farm for the three years commencing in March 1910 showed a diminution in revenue of only \$46,800 per annum, which shows conclusively that there is a good deal of money yet to be made out of the drug. The tender accepted was the second highest bid, and was made by a syndicate headed by the son of Messrs. Jardine, Matheson & Co.'s comrade. It is considered likely that the farmer will import the requisite article for local consumption and export the foreign, of which he may draw 900 chests yearly. The revenue of Hongkong is, so far as ordinary expenditure is concerned, thus established, for the present at any rate, on a somewhat basis; expenditure, however, is necessarily increasing. The typhoon which passed about 60 miles to the south-east of Hongkong on the 19th and 20th September caused but little damage in the Kowloon district, and the system of storm warnings inaugurated at Tai-shan and Chekwan proved of great value and usefulness. All Shanghai station the wall of the compound in front of the house collapsed through being undermined by the sea, at Samun station three junks were wrecked and a few lives lost. Timely warnings issued by the Hongkong Observatory accounts for a very small list of casualties in the harbour. The Government dredger *St. George* ran ashore and killed and

buoys were suffered somewhat. On the fishing fleet, however, in the vicinity of Hongkong, considerable loss was inflicted, many survivors from disabled junks being brought in by incoming steamers. Several shipwrecked Chinese were also picked up by the revenue steamer *Kaituma*. The trade of Hongkong was admirably dealt with in an interesting article which appeared in the *Hongkong Telegraph* shortly after the close of the year. From this authoritative source I note that Shanghai mill flour, of which, in 1908, 753,490 piculs, valued at \$7,717,108, were exported to Chinese ports, is again responsible for a decreased importation—96,000 bags—of the American commodity. Helped by the low price of silver and the high price of American wheat its relative cheapness appeals to the poorer classes. It is interesting also to note that of the 24 million piculs of raw sugar imported into the colony about 2,000,000 piculs were absorbed by the refineries of Messrs. Butterfield & Swire and Messrs. Jardine, Matheson & Co. The prosperity of Hongkong is another expression for the well-being of the neighbouring Customs districts, and when Hongkong ceases to advance in prosperity the star of the Kowloon trade must be expected to wane. It is satisfactory to learn that the general view of the business world is that the lowest point of depression has been reached and that things may be expected to mend. It is a step in the way shared by many industrial nations in the colony; that future prosperity lies along the lines of co-operation and cordial relation with her neighbour, chief customer, and fellow trader—China. Commercial success depends upon many factors, and among these are security, convenience, and goodwill, and it is pleasant to record that the colony is viewing China's fiscal requirements with a less jealous attitude than formerly. To paraphrase a modern writer: just as geographically Hongkong is one with China, of which Kingdom the island once formed an integral part, so socially, economically, and commercially the older separations and divisions are becoming no longer possible. A newer and wider synthesis, based on liberal imagination, mutually reasonable and sympathetic, is wanted. Nothing but good to both parties can eventuate by a perseverance in this policy. It is much to be hoped that adverse factors will not occur to mar results for the coming year.

Revenue.—The total revenue for the year was *Tls.* 355,911, or *Tls.* 8,961 above the collection for 1909. As compared with the previous year's figures, import duties, including the duty and like on opium, show an increase of *Tls.* 183, while export duties show increases aggregating *Tls.* 8,771. The loss on opium, duty and like, amounted to *Hk Tls.* 20,657. While it cannot, on the one hand, be contended that the revenue for the year enjoys the distinction of being a specially favourable one, it cannot, on the other, be regarded as altogether unsatisfactory, seeing that the only decrease observable is on duty and like on opium, under existing circumstances a steadily decadent trade. The foreign opium figures for the last five years are:—

	1905.	1906.	1907.	1908.	1909.
Piculs.	917	1,017	1,04	553	765

It is not likely that the above represents the total amount of opium finding its way into the district, as a great deal probably goes by other channels than those under our observation.

THE PAGOD REPORT.

The following is the first report of the Directors to the shareholders which was laid before the meeting yesterday.

Your Directors beg to submit the Balance Sheet and Profit and Loss A/c for the year ended 31st August, 1910, last. The net profit for the period amounted to \$70,218.98.

Your Directors recommend:—
1. That a final dividend of 10% be declared, with the interim dividend of 7 1/2% will amount \$75,550.

2. That the balance of \$17,898 be carried forward to next account.

Cultivation.—During the year, approximately 300 acres were re-forested, cleared and planted with rubber only, bringing the total planted area up to about 1,550 acres—1,200 under rubber and 350 under coconuts. During the current year it is proposed to plant up a further 70 acres

THE YUEI-HAN RAILWAY.

GLOOMY REPORT OF CANTON TRADE COMMISSIONER.

The following interesting observations with regard to the progress of the above line appear under the category of "Railways" in the Canton Commissioner's Trade Report for 1909:

The progress made during the year of the Yuei-Han Railway is at first glance disappointing. To the 4 miles open to traffic at end of 1908 only a further 10 miles, to Shekpiang has been added. The reasons which have contributed to this unsatisfactory result are many; but matters have not been improved by the unfortunate dissensions between shareholders and directors. It would be out of place to enter into a dissertation here on the rights and wrongs of the case, but it will suffice to remark that a good deal of the friction seems to have originated from ignorance on the part of many of the shareholders of the topography of the country and the natural obstacles to be surmounted. The good progress made as far as Yüeham has led some people to expect this rate of progression to be maintained quite regardless of the fact that the route to Yüeham presented comparatively trifling difficulties, while from the North River to Yangtze and beyond the route fairly bristles with a long succession of every kind of engineering problem awaiting solution. In addition to this all the sleepers, rails, cement, etc., have now to be transported up the North River, which at low water is frequently impassable for weeks. There have, of course, also been the usual difficulties in overcoming the reluctance of the peasantry to parting with their land, for superstitious and other reasons. The natural reluctance of those connected with the line, in view of the disputes alluded to above, has not facilitated the task of getting reliable information, but as far as can be ascertained from various sources the year's results are, besides the 10 miles actually completed, roughly 40 miles of embankment and cutting completed, while several tunnels are in course of excavation. The large permanent bridge over the Kowchow River is expected to be ready about the end of April, but in the meantime operations are being carried on over a temporary structure. All along the projected route up to the 120th mile workmen are engaged, and it is hoped that the completed line will be pushed as far as Yangtze (50 miles) by the end of the year. The survey has been finished up to within 10 miles of the provincial frontier. Across the east branch of the North River, near Yangtze, a bridge some 800 feet long will have to be constructed. The projected route practically follows rivers for 100 miles, giving almost a direct route to the borders of the province. The worst portion of the line now for passing over, and some of the most difficult, is the crossing of the North River, near Yangtze, a bridge some 800 feet long will have to be constructed. The projected route practically follows rivers for 100 miles, giving almost a direct route to the borders of the province. The worst portion of the line now for passing over, and some of the most difficult, is the crossing of the North River, near Yangtze, a bridge some 800 feet long will have to be constructed.

SPORTING.

TOMORROW'S FIXTURES.

The following are the fixtures for tomorrow:

LEAGUE CRICKET.

Police Recreation Club vs. Royal Engineers on the Police ground 2.15 p.m.
Kowloon Cricket Club vs. Civil Service Cricket Club at Kowloon, 2.15 p.m.
Royal Garrison Artillery vs. H.K.C.C. "A" on the Military ground, 2.15 p.m.

Police Cricket Club team—P. J. Woodhouse (capt.), D. McHardy, W. Kent, W. Pitt, J. Ogg, S. Bell, W. Cooper, A. Hoggarth, A. Clark, D. McLeenan, and W. Withers.

The C.C.C. will be represented by the following:—L. E. Lammerit, H. H. Taylor, W. H. Warner, E. D. Bush, S. R. Battilana, C. J. Higginsham, P. Currie, J. D. Norie, L. A. Rouse, H. Rapp, and F. Rapp.

R. C. C. Team—Major G. R. Chitty, J. P. Robinson, Lieut. G. J. Haughton, Lieut. G. Hanbury, W. Cuiwen, W. L. Weiser, J. H. Mead, F. Sutton, L. E. Brett, D. J. MacKenzie, F. J. de Rómie.

H.K.C.C. "A"—Hon. Dr. J. M. Atkinson, H. Hancock, A. A. Claxton, A. C. Leitch, J. Hall, Rev. S. W. Payne, J. C. Saunders, P. Jacks, E. A. S. Fowler, A. N. Appleford and A. R. Lowe.

HONGKONG CRICKET LEAGUE.

The following is the League Table up to date:

Club	P.	W.	L.	D.	Percent
R. G. A.	2	2	—	—	100%
Civil Service	2	2	—	—	100%
The Remnants	4	3	1	—	75%
H. & Depts.	3	1	1	1	33 33%
Kowloon	3	1	1	1	33 33%
Crane Cove	4	2	2	—	—
Hongkong "A"	4	2	2	—	—
Hongkong Police	3	3	—	—	—

OTHER CRICKET.

HONGKONG CRICKET CLUB vs. REMNANTS.

The match between the Hongkong Cricket Club and the "Remnants" will take place on the Police ground on Saturday afternoon. The following will form the H.K.C.C. team:

A. C. E. Elborough, W. C. D. Turner, H. D. Sharpin, R. Hancock, T. E. Pearce, A. P. Deswood, D. G. E. Currie, R. Panton, Lt. E. T. Wickham, R. N. A. O. Brown and E. J. Chapman.

LEAGUE FOOTBALL.

FIRST DIVISION.

Hongkong Football Club vs. B.S.F. on the former's ground, 4.30 p.m. Referee: Gunner Marsh.

Naval Yard vs. Kowloon Football Club, on the Naval Ground, 4.30 p.m. Referee: Q. S. M. Barnfather.

SECOND DIVISION.

Boys' Own Club vs. 28th Co., Royal Garrison Artillery, on the Military Ground, at 2.30 p.m. Referee: Lieut. G. J. Haughton.

The C.C.C. will be represented by the following:—(Goal): Khan; (Backs): Stammers and A. Abbas; (Halfbacks): Jex, Y. Abbas and I. Chun-wei; (Forwards): Hough, R. A. Garviallo, E. L. Briggs, L. V. Craig and D. Baptista.

HUFFS BAND vs. QUEEN'S COLLEGE.

An interesting game of football was played on the Parade Ground yesterday between representatives of the Huffs Band and the Queen's College. The game resulted in a win for the band boys by the small margin of one goal to nil. The schoolboys had had luck throughout and failed to take advantage of several openings which offered in the course of the game.

HOCKEY.

QUEEN'S COLLEGE vs. HONGKONG LADIES' HOCKEY CLUB.

A friendly game of hockey will take place tomorrow afternoon on the Y.M.C.A. ground at Causeway Bay between the above teams. A good game is expected.

B.O.C. vs. H.K.C.C.

The above teams met in a friendly game of hockey yesterday afternoon at Happy Valley. Both teams turned up with about four men short. The game was played with seven against six and resulted in a win for the B.O.C. by 3 goals to 2.

OPUM IN CANTON.

CUSTOMS COMMISSIONER SAYS NO DECREASE IN CONSUMPTION.

The following is taken from the Canton Commissioner's Trade Report for 1909:—

Foreign.—The striking decrease in the importation of foreign opium, 75% per cent, as against 100% per cent in 1908, must not be taken to indicate a decreased consumption, but is solely attributable to certain local and apparently vexatious, police regulations put in force to control the sale of the raw foreign drug. The new rules provide that any merchant wishing to sell raw foreign opium in the city of Canton must procure a license for the transfer. The document is in three parts, one being retained by the police for the information of the Anti-Opium Bureau, and the remaining parts handed to buyer and seller. The formality does not on the face of it seem to inflict a grievous hardship, although what is gained by it is also not precisely clear but is rather, presumably, wheels within wheels, as the Opium Guild protests strongly against the innovation. A member of the guild having failed to comply with the new regulations, was arrested and a fine of \$300 imposed, the upshot being the stoppage of all direct shipments of raw opium from Hongkong. From the 26th August to the 19th November not a single chest was imported by steamer, the traffic being diverted to Kowloon and Samshui, from which ports it doubtless eventually reached its normal destination. As the offending regulations did not affect prepared opium, and as the export of the prepared article is prohibited from Hongkong, it is reported that the portion of the Samshui import intended for Canton was boiled in the neighbouring town of Samsui, and also in Fatsan, afterwards finding its way in small lots to Canton. As the end of November the guild apparently came to an understanding with the authorities concerned, as since the 30th November opium has been arriving, rarely, but as the number of chests is still much less than the average, and the Samshui import still considerably exceeds the normal, the dispute has apparently opened the eyes of dealers to the advantages of Samshui as a port of direct import for distribution through the West and North River districts, and Canton's loss, as far as revenue is concerned, seems likely to be Samshui's permanent gain.

Native.—The importation shows a drop of 48 per cent compared with the 1908 figures.

COMMERCIAL.

RUBBER SHARE MARKET.

Hongkong, 25th November.

The whole week has been altogether uneventful in the Rubber share market, and the business put through has been on a very small scale. The price of the raw commodity has remained quite stationary and shares values with a few exceptions have accordingly kept stationary.

It is reported that a large quantity of forged transfer to slips of the Straits Bertram Rubber Co., Ltd., bearing the watermark of the "Union Times Press," Singapore, are in circulation. Rumours are also current in regard to forgeries of other Rubber shares, Malaka Pindas and Merlimau, being mentioned, and the public are warned accordingly.

Anglo Malays have not fluctuated and remain on offer at 24/.

Allagars have been sold at 4/6 closing with further sellers at 5/.

Eastern Internationals have probable sellers at the slightly reduced rate of 13/6 prem.

Linggis are slightly lower with sellers at 4/6.

London Ventures have sellers at the reduced rate of 5/.

Merlimaus are unchanged and can be had at 6/.

London Asiatics are on offer at 13/6.

Tangkahs are nominally quoted at 33/- without business to report.

United Serdangs have not fluctuated during the week, and can probably be obtained at 11/.

United Sumatras are again on offer at 8/6.

Bertams have been sold at 7/- closing with further probable sellers.

Castelfields are quiet at 120/.

Highlands and Lowlands can be secured at 10/6.

Kamunings are inquired for in small lots at 5/- prem.

Balgowsias have sellers at 5/.

Changkai Serdangs can be placed at 88/- in Singapore.

Ayer Pannas have been sold at 60/- with further probable sellers at 5/.

Fajams are in demand at 11/.

Glencalys are on offer at the unchanged rate of 12/.

Indragiris are nominally quoted at 13/.

Pegohs have weakened to 30/- at which price there are probable buyers.

Sandycrofts are in request at the slightly improved rate of 5/6.

Singapore and Johore are in favour at quotation.

United Singaporeans have changed hands at 120/-.

Alor Gajahs have probable buyers at 5/.

New Serendangs are wanted at 5/.

Trench (the minor) are inquired for at 33/6.

Shell Transports are easier and sellers prevail at 8/.

Exchange.—The Bank's closing T.T. quotations are as follows:—

On London 10 1/2

On Shanghai 7 1/2

On Singapore 7 1/2

ELLIS & ELLIS.

YRAN MARKET.

Hongkong, 25th November.

Messrs. Polishwalla and Kotewall in the fortnightly yarn circular state:—Since our last report on the 11th instant per S.S. *Arcadia* our yarn market has continued very firm. A good demand has come out from the interior, hence the Chinese buyers here have shown much activity which has resulted in a large spot as well as forward business of 8,000 bales at a further advance of 1/- to 1 1/2 p.p. bale. The holders are still very firm, owing to reports of continued rise in cotton in India and coupled with the very good inquiry now prevailing, we close very steady with a good opinion of the new future of the market.

No. 6.—Nothing doing in this count.

No. 8.—A very limited business is done in some special chops.

No. 10.—Has continued in good demand with an advance rate of 1/- to 1 1/2, and settlements of a large number have been made in best as well as middling qualities.

No. 12.—A better inquiry has transpired than the last fortnight, and sales are effected at an advance of 1/- to 1 1/2.

No. 17.—A small business has passed in a few selected chops.

No. 25.—Good demand having continued for well known chops the sales are effected at an increase of 1/- to 1 1/2, and the balance of these being small, the prices keep comparatively firm.

Total Sales 8,000 bales.

Unsold Stocks 20,000 bales.

Sold but not delivered in the Godown and to arrive 30,000 bales.

Local Mill.—Has done nothing during this interval.

Arrivals.—The extra str. *Francis F. Redman* from Bombay, and str. *Namding* from Calcutta have brought in 1,000 bales for Hongkong, and 2,500 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, &c. amount to about 1,000 bales.

Shanghai.—Market has taken a firmer tone and 4,500 bales have changed hands at an increase of 1/- to 1 1/2.

Japanese Yarn.—Sales of 550 bales of 20s are made @ \$15 1/2 to 16 1/2.

Raw Cotton.—Rangoon rates continue very high which are entirely unsuitable for the buyers hence no business has passed and these high rates have caused importers to stop shipments. Balance 450 bales prices \$33 to 37 per picul. Chinese Cotton business done in 450 bales @ \$38 to 39.50. Balance 370 bales price \$35 to 40 per picul.

Regatta T/T 138. Regatta D/D 138. Sterling D/D 110.50. Sterling 40/41 at 110.9/6. Bar Silver 25 7/16. Shanghai T/T 73 1/2. Japan 9 1/2.

COMMERCIAL.

24th November, 1 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. H. S. Kadoorie & Co.:

Allagars	.....	5/-
Anglo-Javas	.....	Tls. 7 1/2
Anglo-Malays	.....	.....
Balgowsias	.....	5.0.75
Bertams	.....	.....
Castelfields	.....	110/-
Changkai Serdangs	.....	88/-
Cheras (part paid)	.....	88 prem.
Do. (fully paid)	.....	518
Damasaras	.....	130/-
Eastern Internationals	.....	13/6 prem.
Glencalys	.....	12.00
Highlands and Lowlands	.....	107 1/2
Indragiris	.....	5.13
Kamunings	.....	6/- prem.
Kuala Lumpur	.....	104/-
Ledburys	.....	76/-
Linggis	.....	46/0
London Asiatics	.....	13/6
London Ventures	.....	5/3
Merlimaus	.....	6/-
Pajamas	.....	5.11
Pegohs	.....	33/-
Rubber Tents	.....	17/- prem.
Sandycrofts	.....	526
Sapongs	.....	27 1/2
Seafields	.....	140/-
Shelfords	.....	72 1/2
Singapore & Johore	.....	513
Sungel Chops	.....	95/-
Sungel Kapars	.....	13/9
Tangkahs	.....	33/-
Toerangle	.....	par
United Serdangs	.....	117/6
United Singaporeans	.....	120/-
United Sumatras	.....	8/9
United Tangkats	.....	80/-

Duffs 12 1/2

Tronohs 32 1/2

Para Rubber 6 1/2 per lb.

OCTOBER RUBBER RETURNS.

EGW SERANG:—at 1,004 lbs.; Total ten months 7,043 lbs.

RUBBER STATES KRIAN:—29,805 lbs; (ten months).

BUKIT KATIL:—814 lbs.; Total five months 1,768 lbs.

AYER MOLEK:—2,050 lbs; Total twelve months 18,898 lbs.

MALACCA:—35,000 lbs.

Agents Guthrie and Co.

UNITED TEMANG:—219 lbs; (Sept); 1,400 lbs; (Est. October)

CANTON TRADE REPORT.

In the course of his remarks on the trade of Canton for the year 1909, Mr. J. F. O'Brien, Commissioner of Customs at that port, states:—

A review of the year 1909 is, on the whole, satisfactory, especially as compared with its predecessor. The elements, possibly exhausted with their efforts of 1908, have been, if not kind at least apathetic, and the tale of disaster from flood and typhoon unfolded in the report for 1908 has, fortunately, not to be repeated in this. Floods there were, it is true, but the damage done was comparatively insignificant, and, in fact, less than the average for these periodic catastrophes. It spoke of many warnings received from Hongkong—warnings which, in view of the experience of July 1908, are no longer disregarded by the floating population—the wind never approached typhoon force here, although a stiff blow on the 2nd October put a stop to business for a couple of days. The only serious disaster was a fire in the harbour on the night of the 30th January, which destroyed a large number of Canton's famous flower-boats. These boats are lashed side by side in long lines, and as the fire originated at the windward and shore end of a line, the unfortunate occupants, the majority of whom were sleeping girls, found their escape cut off. No one having the presence of mind to try and cut the boats adrift, the fire quickly travelled down the line and made a complete holocaust. Most of the panic-stricken people eventually jammed overboard; but as a strong tide was running, very few were picked up, and the total number of lives lost was estimated at 700. Very few serious cases of piracy have occurred during the year, the rice crops are reported excellent, and the untoward incidents which ruffled the calm of the port and strained business relations generally during 1908 have been either amicably arranged or forgotten. The discussion over the "Fatsan incident," after having dragged its weary and unprofitable course for months, was at length settled by a handsome indemnity from the shipping firm concerned, and the episode, it is hoped, is now decently and finally interred. The Macao delimitation dispute does not seem to have affected business with that colony; but the trade with Macao is in any case small and uninteresting. As Japanese imports have now regained their normal figures—figures which, even during the height of the agitation, showed a small decline, quite disproportionate to the vehemence of expressed local sentiment—it may now safely be assumed that the boycott movement has practically fizzled out. The net value of the year's trade is Hk. Tls. 107,607,107, being an increase of Hk. Tls. 3,370,737 on the previous year's total.

Events Coming.

Saturday, 26th November.

H.M.S. "Kent" Sports.

Wednesday, 30th November.

Boxing at City Hall, 9 p.m.

Bazaar at St. Paul's College.

Thursday, 6th December.

Bazaar at St. Andrew's Hall in aid of Asile de la Sainte Enfance.

Wednesday, 21st December.

Hongkong Philharmonic Society Concert.

Friday, 23rd December.

Police Ball.

To-day's Advertisements.

NOTICE.

THE Business of the Undersigned has This Day been REMOVED to No. 47, DES VOUX ROAD CENTRAL.
YAU LEE PRINTING PRESS.
Hongkong, 25th November, 1910. 1719

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 25th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong, 25th November, 1910. 1718

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENARTY,"
FROM ANTWERP, LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 25th November, 1910. 728

"SHIRE" LINE OF STEAMERS, LIMITED.
NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Steamship
"DENBIGHSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st proximo, at 6 P.M., will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 1st prox., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 25th November, 1910. 1730

SENNET FRERES

are unrivalled in Hongkong for their Wide and Choice Stock of JEWELLERY of every kind, ORNAMENTS, CUT GLASS WARES, &c.

CALL AND SELECT XMAS AND NEW YEAR PRESENTS.

For variety and beauty our stock this year is unsurpassable.

Hongkong Hotel Buildings. 1722

IT PAYS BEST

IN THE LONG RUN TO GO TO

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.
"MONTHAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, MAR. 10TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 11TH.	"ALLAN LINE" FRIDAY, APR. 7TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 11TH.	"ALLAN LINE" FRIDAY, MAY 5TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.	

"Empress" Steamers will depart from Hongkong at 7 a.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/6.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missions, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTHAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. BRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	SATURDAY, 16th Nov., Noon.
SHANGHAI	CHOYSANG	TUESDAY, 29th Nov., Noon.
SCAPORA, PENANG & CALUTTA	RUMSANG	WEDNESDAY, 30th Nov., Noon.
MANILA	KUTSANG	SATURDAY, 3rd Dec., Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	WEDNESDAY, 14th Dec., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kutsumaru*, *Nagasaki* and *Yokohama* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & steam heating apparatus.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsu, Puna, Ohaio, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 215.

Hongkong, 24th November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
HAIPHONG	"CHEUNG"	25th Nov., Noon.
NINGPO	"CHINKANG"	26th " " Noon.
SHANGHAI	"LIAM"	26th " " Midnight.
ILOILO & CEBU	"SUNGKANG"	29th " " 4 P.M.
MANILA	"TEAN"	29th " " 10 A.M.
HAIPHONG	"SIAGAN"	30th " " 4 P.M.
SHANGHAI	"OHENUA"	1st Dec., 4 P.M.
SAMARANG & SOERABAYA	"SHANTUNG"	1st " " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	17th " " 4 P.M.

Reduced Saloon Rates; single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED RATES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chusan*, *Linsen*, *Chihway*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo as through Bills of Lading to all Yagutsu and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

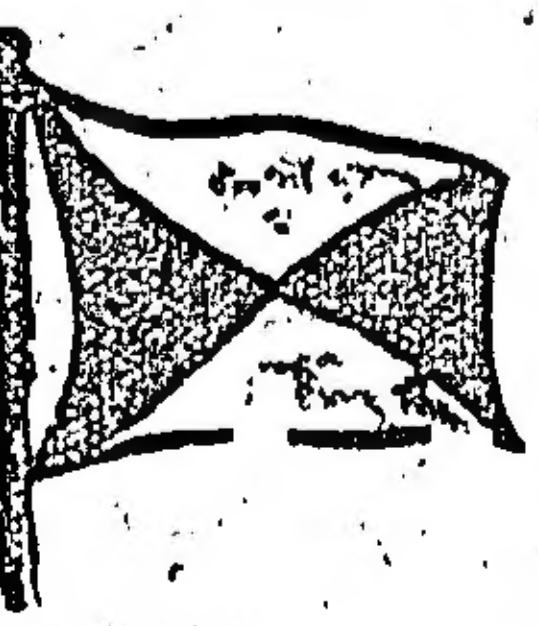
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 16.

Hongkong, 25th November, 1910.



HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP COMPANY.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2550	S. Crosby	MANILA, ILOILO & CEBU	WEDNESDAY, 30th Nov., at 4 P.M.
ZAFIRO	2550	E. Rios	MANILA, ILOILO & CEBU	WEDNESDAY, 7th Dec., at 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Agents.

Hongkong, 17th November, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WEDNESDAY, 30th Nov., at Noon.
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,759	TUESDAY, 13th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAKAO & ANPING	"SHIBETORO MARU"	MONDAY, 28th Nov.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	TUESDAY, 19th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. £73.00 and Class. \$65.00 3rd Class. \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 25th November, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1910
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	AKI MARU, Capt. K. Homma, Tons 7000 MISHIMA MARU, Capt. S. Ishikawa, Tons 9100 KAWACHI MARU, Capt. H. Petersen, Tons 7000	WEDNESDAY, 7th Dec., at Daylight. WEDNESDAY, 21st Dec., at Daylight. THURSDAY, 27th Dec., P.M.
VICTORIA, B.C. & SEATTLE	KAMIKUBA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec. From KOBE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawara, Tons 1000	TUESDAY, 6th Dec., at Noon. TUESDAY, 3rd Jan., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	THURSDAY, 22nd Dec., at Noon. FRIDAY, 10th Jan., Noon.
BOMBAY via SINGAPORE & COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5700	TUESDAY, 19th November.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 21st Dec., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9200	THURSDAY, 8th Dec., at 5 P.M.
SHANGHAI, MOJI & KOBE	CEYLON MARU, Capt. Fred. Pye, Tons 6000	MONDAY, 12th December.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO	9,000	1st March	To London, per New Steamer
IYO	7,000	15th " "	1st class Single...£550
HIRANO	9,000	29th " "	" " " 2nd class Single...£265
TANGO	8,000	12th April	" " " 3rd class Single...£140
KAMO	9,000	26th " "	" " " Old Steer, 1st class Single...£500
AKI	7,000	10th May	" " " 2nd class Single...£330
MISHIMA	9,000	24th " "	" " " Return...£495

To Victoria, B.O. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,000	28th Feb.	To Pacific Coast Common Points
INABA	7,000	28th March	1st class Single...£30
TAMBA	7,000	25th April	" " " 2nd " " " £25
AWA	7,000	23rd May	To London via New York 1st " £60
			" " " via St. Lawrence 1st " £59

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLYON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BAYALIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship "DELTA,"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 26th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Albatross*, 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Arabia*, due in London on 7th January, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 14th November, 1910.

HONGKONG-BOSTON-NEW YORK.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With liberty to call at the Malabar Coast).

S.S. "INDRAPURA" TUESDAY, 29th Nov., 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, 19th November, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "ST. ALBANS,"

Captain Hood, will be despatched as above on SATURDAY, the 10th December, at Noon.

This new Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 21st November, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROJECTED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND SEATTLE

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Onorabont

Hellamshire 4,410 G. E. Elliot 19th Dec.

Sworice 6,332 F. S. Cowley 17th Jan.

Kumari 6,332 G. B. McGill 9th Feb.

Calling at Amoy and Keelung if sufficient

inducement offers.

These steamers are specially fitted for the

carriage of Arctic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 14th November, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 14th November, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"ARABIA."

Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO

Ex ss. *Michel* from La Pallice Rochelle.

Michel from Bordeaux.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 12nd November, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 26th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages

Intimation.

Wan Lee,

GENERAL

PRINTERS

COMMERCIAL

STATIONER

INDIA...

RUBBER

STAMP

MAKER...

AND

ACCOUNT

BOOK

MANUFACTURER

TUNER

47, Des Vœux Road.

UNDERTAKES

TO DO

ALL KINDS

OF

JOB PRINTING.

FROM A

VISITING CARD

TO A

POSTER.

ONLY FIRST-CLASS

WORK DONE.

PRICES MODERATE.

Hongkong, 1st November, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	100/10
do demand	100/10
do 4 months' sight	100/10
America-Bank T.T.	23 3/4
Germany-Bank T.T.	45 1/2
India T.T.	11 1/2
do demand	11 1/2
Shanghai-Bank T.T.	75 1/2
Singapore-Bank T.T. per H.K. \$100	79 1/2
Japan-Bank T.T.	91 1/2
Yokohama-Bank T.T.	111 1/2
Buying.	
1 months' sight L/O	100/10
10 days' sight San Francisco & New York	46 1/2
4 months' sight	47 1/2
10 days' sight Sydney & Melbourne	13 1/2
4 months' sight France	23 3/4
10 days' sight Germany	45 1/2
10 days' sight Italy	11 1/2
Bank of England rate	2 1/2
Switzerland	50 1/2

SHIPPING AND MAILS

MAILS DUE.

American (Montgolfier) 30th inst.	1st prox.
German (Prinz Ludwig) 1st prox.	1st prox.
Canadian (Empress of Japan) 1st prox.	1st prox.
American (Korea) 1st prox.	1st prox.
American (Nippon Maru) 20th prox.	1st prox.

The Bank Line s.s. *Saville* arrived at Vancouver on 3rd inst.

The s.s. *Glenelg* passed the Canal on 1st inst. and is due here on 4th prox.

The s.s. *Kobe* left Manila on 23rd inst. and is due here on 25th inst. at 4 p.m.

The A. & M. Line s.s. *Kobe* left New York on 10th inst. and is due here on 1st January.

The Bank Line s.s. *Kumera* sailed from Yokohama on 4th inst. for Pacific Coast.

The Bank Line s.s. *Red Hill* arrived at Yokohama on 24th inst. and sails for Kobe to-day.

The A. & M. Line s.s. *Japan* from Shanghai and Kobe left Molt on 24th inst. and may be expected here on 10th inst.

The P. & O. S. N. Co.'s s.s. *Nile* left Singapore for this port on 24th inst. at 6 a.m., and is due here on 30th inst. at noon.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Yokohama at 7 p.m. on 24th inst. and leaves again at noon, Friday, for Kobe, where she is due to arrive at noon, on 26th inst.

THE WEATHER.

On the 25th at 12:05 p.m.—The barometer has fallen slightly over N. Annam and the S. coast of China.

The typhoon which has moved towards N.W. since yesterday, is now situated near the S.E. coast of Hainan.

The northern depression has moved into the Pacific to the E. of Hokkaido, and pressure has increased considerably in E. Japan.

The highest pressure is shown over N. China. Rough weather must still be expected over the N.W. part of the China Sea.

Hongkong Rainfall for the 24 hours ending 11 a.m. to-day, 0.00 inches.

FORECAST.

- 1.—Hongkong and neighbourhood. Moderate E. gale; squally some rain.
- 2.—Formosa Channel, N.E. winds, fresh.
- 3.—South coast of China between Hongkong and Lianchoo, E. and N.E. winds, strong.
- 4.—South coast of China between Hongkong and Hainan, E. gale.

Shipping.

Arrivals.

Kamsang, Br. s.s., 2,078, W. G. G. Leach, 24th Nov.—Calcutta, Penang and Singapore 17th Nov. Gen.—J. M. & Co.

Assaye, Br. s.s., 7,500, O. Jones, R.N.R., 24th Nov.—Bombay 9th Nov. and Singapore 19th Nov. Mails and Gen.—P. & O. S. N. Co.

Shantung, Br. s.s., 1,815, J. Robinson, 25th Nov.—Hongkong 21st Nov. Coal.—B. & S.

Delta, Br. s.s., 4,780, B. W. Snow, 25th Nov.—Shanghai 22nd Nov. Mail and Gen.—P. & O. Co.

Hilman, Br. s.s., 64, A. H. Stewart, 25th Nov.—Swatow 24th Nov. Gen.—D. L. & Co.

Clara, German s.s., 1,102, J. Bendixen, 25th Nov.—Halifax 20th Nov. and Holm 22nd Nov. Gen.—J. & Co.

Hakata Maru, Jap. s.s., 2,831, A. Mosker, 25th Nov.—Bombay and Singapore 17th Nov. Gen.—N. Y. K.

Tamon Maru, Jap. s.s., 3,000, Yamashita, 25th Nov.—Molli 18th Nov. Coal.—M. B. K.

Yushun, Chi. s.s., 1,060, Westerlund, 25th Nov.—Tientsin 18th Nov. Gen.—C. M. S. N. Co.

Denbighshire, Br. s.s., 2,183, Barrett, 25th Nov.—Singapore 16th Nov. Gen.—J. M. & Co.

Buany, Br. s.s., 2,101, J. D. Sargent, 25th Nov.—Singapore 17th Nov. Gen.—G. L. & Co.

Teucer, Br. s.s., 5,801, G. W. Parkinson, 25th Nov.—Tacoma and Nov. Flor. Salmon and Lumber.—B. & S.

Tjilwong, Dutch s.s., 2,460, Bosman, 26th Nov.—Macassar, 13th Nov. Sugar.—J. C. J. L.

Clearances at the Harbour Office.

Yushun, for Canton.

Yushun, for Swatow.

Yushun, for Saigon.

Yushun, for Hongkong.

Yushun, for Shanghai.

Yushun, for Bangkok.

Yushun, for Penang.

Yushun, for Singapore.

Yushun, for Malacca.

Yushun, for Sumatra.

Yushun, for Java.

Yushun, for Ceylon.

Yushun, for India.

Yushun, for Australia.

Yushun, for New Zealand.

Yushun, for South Africa.

Yushun, for Europe.

Yushun, for America.

Yushun, for Japan.

Yushun, for Korea.

Yushun, for China.

Yushun, for Siam.

Yushun, for Annam.

Yushun, for Tonkin.

Yushun, for Laos.

Yushun, for Cambodia.

Yushun, for Vietnam.

Yushun, for Philippines.

Yushun, for Indonesia.

Yushun, for Malaysia.

Yushun, for Brunei.

Yushun, for Sarawak.

Yushun, for Sabah.

Yushun, for Borneo.

Yushun, for Sumatra.

Yushun, for Java.

Yushun, for Ceylon.

Yushun, for India.

Yushun, for Australia.

Yushun, for New Zealand.

Yushun, for South Africa.

Yushun, for Europe.

Yushun, for America.

Yushun, for Japan.

Yushun, for Korea.

Yushun, for China.

Yushun, for Siam.

Yushun, for Annam.

Yushun, for Tonkin.

Yushun, for Laos.

Yushun, for Cambodia.

Yushun, for Vietnam.

Yushun, for Philippines.

Yushun, for Indonesia.

Yushun, for Malaysia.

Yushun, for Brunei.

Yushun, for Sarawak.

Yushun, for Sabah.

Yushun, for Borneo.

Passengers Arrived.

For *Delta*, for Hongkong from Kobe—Mr. and Mrs. Moyes and 2 infants. From Shanghai—Misses Francis, Bridge, Mr. and Mrs. O. Bear, Messrs. D. White, Mr. Van der Bilt, S. Wolff, Mr. and Mrs. Van der Bilt, and Mrs. Messrs. Fong Tri Wen B. Taylor, L. G. Brown, Mr. and Mrs. Blanch, Messrs. Edgar, Messrs. Mied, B. Mann and Davah.

For *Assaye*, for Hongkong from London—Messrs. Needham, E. Wilkinson, and Mrs. Harston, infant, child and nurse. From Marseilles—Mr. J. Harston, Mrs. Robinson, Miss Macfarlane, Robinson's nurse and a child, Messrs. E. Brown, M. Jory, G. Gasse and Schneider. From Brindisi—Mr. A. Hamilton. From Singapore—Messrs. Veenendaal, J. Mackinnon, Sang Tyong Kim, Yee Kiew Hoi, A. T. Clarke, E. Pan, Lint Tychoon, R. Rodger, S. On Ching, Wye Tay Choon, and Mr. and Mrs. C. G. G. G.

Passengers Departed.

For *Kaga Maru*, for Japan—Mr. Welschberger, Miss Cox, Messrs. Ishikawa, K. Kato, S. Koyama, Nakajima, Yorioka, Mr. and Mrs. Brindley, Mrs. Margeson, Miss Margeson, Tashiro, Masuda, Takaragi, E. J. Evans, Miss Adamson, Messrs. Tanaka, S. P. Evans, Dr. S. Hama, M. O. Pace, O. Roberts, G. Roberts, F. Collings, Nagai, Mada, Tanaka, Ho Tak Fai, Dupeux, Nakata, U. S. Sunderland, F. A. Paul and R. W. Bald.

Shipping Reports.

Str. *Kamsang*, from Calcutta, &c.—Strong N.E. monsoon with heavy sea.

Str. *Platun*, from Swatow—Strong N.E. wind and sea and overcast sky and fine and clear throughout.

VESSELS IN PORT.

Steamers.

Amara Br. s.s., 1,456, Whitlock, 2nd Nov.—Hongkong 18th Nov. Coal.—J. M. & Co.

Bourbon, Fr. s.s., 664, L. Ball, 2nd Nov.—Singapore 17th Nov. Sundry.—Man Fat.

China, Aust. s.s., 2,658, P. Pavlich, 24th Nov.—Shanghai 20th Nov. Gen.—S. W. & Co.

Chibbi, Br. s.s., 1,220, Lindberg, 20th Nov.—Palapong 17th Nov. Rice.—B. & S.

Chowfa, Ger. s.s., 1,055, F. Schmitt, 20th Nov.—Bangkok 18th Nov. Rice and Swatow 19th Nov. Rice.—B. & S.

Chowfa, Ger. s.s., 1,155, Hayanga, 21st Nov.—Bangkok 18th Nov. Rice.—B. & S.

Hopson, Br. s.s., 1,150, I. M. Hay, 21st Nov.—Java 9th Nov. Sugar.—J. M. & Co.

Loongang, Br. s.s., 1,093, F. Wheeler, 22nd Nov.—Manila 10th Nov. Gen.—J. M. & Co.

Machew, Ger. s.s., 990, O. Wolff, 9th Nov.—Bangkok and Swatow 8th Nov. Rice and Meat.—B. & S.

Paklat, Ger. s.s., 1,017, E. Gathmann, 5th Nov.—Bangkok and Swatow 4th Nov. Rice.—B. & S.

Pittman, Ger. s.s., 1,166, D. Reimers, 12th Nov.—Bangkok and Holm 1st Nov. Rice and Tea.—B. & S.

Pongtong, Ger. s.s., 998, W. Böttcher, 20th Nov.—Bangkok 8th Oct. via Khabek 12th Nov. Rice and Timber.—J. & Co.

Shantung, Ger. s.s., 1,000, H. Olmann, 2nd Nov.—Bangkok 14th Nov. Rice and Meat.—B. & S.

Signal, Ger. s.s., 907, T. Iversen, 21st Nov.—Holm 10th Nov. Gen.—J. & Co.

Sexta, Ger. s.s., 994, Jensen, 21st Nov.—Kwang-chow-wan 19th Nov. Salt.—G. O. G. L.

Tacoma Maru, Jap. s.s., 1,810, Yamamoto, 21st Nov.—Manila 1st Nov. Flour, Hemp and Lumber.—O. S. K.

Taiwan, Br. s.s., 1,204, J. Jenson, 9th Nov.—from Port Louis, Mauritius, Gen.—Chilene.

Washington, Br. s.s., 2,650, C. Stege, 8th Nov.—New York 3rd Sept. Petroleum in Bulk.—S. O. Co.

Wakamatsu Maru, Jap. s.s., 1,721, U. Akawa, 23rd Nov.—Wakamatsu 17th Nov. Coal.—M. B. G. K.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The Parcel mails by the overland routes via Marseilles and Brindisi have missed connection with this mail owing presumably to the railway strike in France. Addressees receiving parcels by the above routes will please note and present them on the arrival of the next English Mail.

A. M. S. S. S. S. S.

Haliphong—Per *Sexta*, 26th Nov., 9 A.M.

Manila—Per *Loongang*, 26th Nov., 10 A.M.

Bangkok—Per *Chowfa*, 26th Nov., 10 A.M.

Haliphong—Per *Chibbi*, 26th Nov., 10 A.M.

Ningpo—Per *Chikung*, 26th Nov., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 16th Nov., 11 A.M.

Manila—Per *Sexta*, 16th Nov., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 26th Nov., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 26th Nov., 6 P.M.

Swatow—Per *Hatsum*, 27th Nov., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 28th Nov., 1 P.M.

Macao—Per *Sut An*, 28th Nov., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 29th Nov., 10 A.M.

Manila—Per *Tam*, 29th Nov., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 29th Nov., 3 P.M.

Shanghai—Per *Chowfa*, 29th Nov., 11 A.M.

Haliphong—Per *Singang*, 30th Nov., 9 A.M.

Swatow—Per *Hatsum*, 30th Nov., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 30th Nov., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 30th Nov., 11 A.M.

Manila—Per *Sexta*, 30th Nov., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 30th Nov., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 30th Nov., 6 P.M.

Swatow—Per *Hatsum*, 31st Nov., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 1st Dec., 1 P.M.

Macao—Per *Sut An*, 1st Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 2nd Dec., 10 A.M.

Manila—Per *Tam*, 2nd Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 2nd Dec., 3 P.M.

Shanghai—Per *Chowfa*, 2nd Dec., 11 A.M.

Haliphong—Per *Singang*, 3rd Dec., 9 A.M.

Swatow—Per *Hatsum*, 3rd Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 3rd Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 3rd Dec., 11 A.M.

Manila—Per *Sexta*, 3rd Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 3rd Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 3rd Dec., 6 P.M.

Swatow—Per *Hatsum*, 4th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 4th Dec., 1 P.M.

Macao—Per *Sut An*, 4th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 5th Dec., 10 A.M.

Manila—Per *Tam*, 5th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 5th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 5th Dec., 11 A.M.

Haliphong—Per *Singang*, 6th Dec., 9 A.M.

Swatow—Per *Hatsum*, 6th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 6th Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 6th Dec., 11 A.M.

Manila—Per *Sexta*, 6th Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 6th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 6th Dec., 6 P.M.

Swatow—Per *Hatsum*, 7th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 7th Dec., 1 P.M.

Macao—Per *Sut An*, 7th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 8th Dec., 10 A.M.

Manila—Per *Tam*, 8th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 8th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 8th Dec., 11 A.M.

Haliphong—Per *Singang*, 9th Dec., 9 A.M.

Swatow—Per *Hatsum*, 9th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 9th Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 9th Dec., 11 A.M.

Manila—Per *Sexta*, 9th Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 9th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 9th Dec., 6 P.M.

Swatow—Per *Hatsum*, 10th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 10th Dec., 1 P.M.

Macao—Per *Sut An*, 10th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 11th Dec., 10 A.M.

Manila—Per *Tam*, 11th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 11th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 11th Dec., 11 A.M.

Haliphong—Per *Singang*, 12th Dec., 9 A.M.

Swatow—Per *Hatsum*, 12th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 12th Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 12th Dec., 11 A.M.

Manila—Per *Sexta*, 12th Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 12th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 12th Dec., 6 P.M.

Swatow—Per *Hatsum*, 13th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 13th Dec., 1 P.M.

Macao—Per *Sut An*, 13th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 14th Dec., 10 A.M.

Manila—Per *Tam*, 14th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 14th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 14th Dec., 11 A.M.

Haliphong—Per *Singang*, 15th Dec., 9 A.M.

Swatow—Per *Hatsum*, 15th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 15th Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 15th Dec., 11 A.M.

Manila—Per *Sexta*, 15th Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 15th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 15th Dec., 6 P.M.

Swatow—Per *Hatsum*, 16th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 16th Dec., 1 P.M.

Macao—Per *Sut An*, 16th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 17th Dec., 10 A.M.

Manila—Per *Tam*, 17th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 17th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 17th Dec., 11 A.M.

Haliphong—Per *Singang*, 18th Dec., 9 A.M.

Swatow—Per *Hatsum*, 18th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 18th Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 18th Dec., 11 A.M.

Manila—Per *Sexta*, 18th Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 18th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 18th Dec., 6 P.M.

Swatow—Per *Hatsum*, 19th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 19th Dec., 1 P.M.

Macao—Per *Sut An*, 19th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 20th Dec., 10 A.M.

Manila—Per *Tam*, 20th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 20th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 20th Dec., 11 A.M.

Haliphong—Per *Singang*, 21st Dec., 9 A.M.

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Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 21st Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 21st Dec., 6 P.M.

Swatow—Per *Hatsum*, 22nd Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 22nd Dec., 1 P.M.

Macao—Per *Sut An*, 22nd Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 23rd Dec., 10 A.M.

Manila—Per *Tam*, 23rd Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 23rd Dec., 3 P.M.

Shanghai—Per *Chowfa*, 23rd Dec., 11 A.M.

Haliphong—Per *Singang*, 24th Dec., 9 A.M.

Swatow—Per *Hatsum*, 24th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 24th Dec., 10 A.M.

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Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 24th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 24th Dec., 6 P.M.

Swatow—Per *Hatsum*, 25th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 25th Dec., 1 P.M.

Macao—Per *Sut An*, 25th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 26th Dec., 10 A.M.

Manila—Per *Tam*, 26th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 26th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 26th Dec., 11 A.M.

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SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 27th Dec., 6 P.M.

Swatow—Per *Hatsum*, 28th Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 28th Dec., 1 P.M.

Macao—Per *Sut An*, 28th Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 29th Dec., 10 A.M.

Manila—Per *Tam*, 29th Dec., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 29th Dec., 3 P.M.

Shanghai—Per *Chowfa*, 29th Dec., 11 A.M.

Haliphong—Per *Singang*, 30th Dec., 9 A.M.

Swatow—Per *Hatsum*, 30th Dec., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 30th Dec., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 30th Dec., 11 A.M.

Manila—Per *Sexta*, 30th Dec., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 30th Dec., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 30th Dec., 6 P.M.

Swatow—Per *Hatsum*, 31st Dec., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 31st Dec., 1 P.M.

Macao—Per *Sut An*, 31st Dec., 1 P.M.

Swatow, Amoy and Foochow—Per *Haliphong*, 1st Jan., 10 A.M.

Manila—Per *Tam*, 1st Jan., 3 P.M.

Hollo and Cebu—Per *Sanghang*, 1st Jan., 3 P.M.

Shanghai—Per *Chowfa*, 1st Jan., 11 A.M.

Haliphong—Per *Singang*, 2nd Jan., 9 A.M.

Swatow—Per *Hatsum*, 2nd Jan., 10 A.M.

Singapore, Penang and Calcutta—Per *Kamsang*, 2nd Jan., 10 A.M.

Europe, India, via Taitoria—Per *Delta*, 2nd Jan., 11 A.M.

Manila—Per *Sexta*, 2nd Jan., 11 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Danbighshire*, 2nd Jan., 5 P.M.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Lina*, 2nd Jan., 6 P.M.

Swatow—Per *Hatsum*, 3rd Jan., 9 A.M.

Singapore, Penang, Colombo and Bombay—Per *China*, 3rd Jan., 1 P.M.

Macao—Per *Sut An*, 3rd Jan., 1 P.M.

Swatow,

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KAPOOR & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT CLOSING QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$15,000,000	\$2,019 3 0	£2 for first half year ending 30.6.10 @ ex 1/8 = \$12.45	800 buyers £26 10/-
National Bank of China, Limited	90,925	£7	£6	£4,000 \$40,000	\$10.55	\$2 (London 1/6) for 1909	180 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$15 for 1909	8 1/2 % \$180 sales
North China Insurance Company, Limited	10,000	£25	£5	Tls. 22,000 Tls. 308,044 Tls. 137,308	Tls. 205,719	Final div. of 7 1/2 % for 1909 making 15 % in all ..	5 % Tls. 110
Union Insurance Society of Canton Limited	12,400	\$250	\$100	£1,000,000 \$10,000,000	\$287,084	Final of \$10 per share, making in all \$50 per share for 1908 and an interim divid- end of \$39 per share for 1909	1 % \$30
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$10,000,000	\$707,627	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 1/2 % \$195
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$10,000,000	\$438,406	\$6 and bonus \$2 for 1908	7 % \$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$10,000,000	\$420,218	\$27 for 1908	8 % \$250 buyers
SHIPPING.							
China and Manila Steamship Company, Limited ..	10,000	\$25	\$25	£17,743 \$177,430	Dr. \$3,777	\$4 1/2 for 1908	18
Douglas Steamship Company, Limited	20,000	\$50	\$50	£100,000 \$1,000,000	NIL	\$4 for year ending 30.6.1908	\$21 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd ..	80,000	\$15	\$15	£20,000 \$200,000	\$28,766	Dividend of \$1 1/2 for 30.6.10	8 1/2 % \$31 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	£138,100 \$1,381,000	£7,527.82	£6 1/2 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	5 % \$58 sellers
"Shell" Transport and Trading Company, Limited ..	1,000,000	£1	£1	£720,000 \$7,200,000	£192,994	Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for 1909 & an int. div. of 1/4 per sh. on acc. for 1908	5 % 8 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$71,850 \$718,500	\$1,259	A dividend of 1 1/2 % for 1907, ending 30.4. 1910 A bonus of 1 1/2 % for 1908, ending 30.4. 1910 ..	5 % 5 % \$23 sellers \$22 1/2 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$520,000 \$5,200,000	Dr. \$8,090	\$5 for half year ending 30.6. 1910	6 % \$124 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	£2,000 \$20,000	Dr. \$125,592	\$3 for 1907	5 % \$22
MINING.							
Chinese Engineering and Mining Company, Ltd	1,000,000	£1	£1	£215,000 \$2,150,000	£1,435	Final div. of 1/6 for the year 1910 making 15 % (coupon No. 15)	9 % Tls. 16 buyers Pa. 10
Headwaters Mining Company	50,000	Pa. 10	Pa. 10	none	none	First year	5 % \$6 1/2 sellers \$1/6
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	£4	none	\$1 per share 13th dividend	5 % \$5 sellers
Oriental Consolidated Mining Co., Ltd	500,000	G \$10	G \$10	none	none	Final of Gold 50.05 for 1909 in all G \$1.15 ..	5 % \$5 buyers
Docks, Wharves & Godowns	18,000	\$25	\$25	£15,775 \$157,750	Dr. \$8,466	\$1.75 for year ending 31.12.08	4 1/2 % \$50 buyers
Fenwick (Geo.) & Co., Limited	60,000	\$550	\$50	\$550,000 \$5,500,000	\$264,847	\$2 1/2 for 1909	8 % Tls. 70
Hongkong & Kowloon Wharf and Godown Co., Ltd ..	10,000	\$50	\$50	\$100,000 \$1,000,000	\$12,715	\$2 for half year ended 30.6. 1909	7 % Tls. 95
Shanghai Dock and Engineering Co., Ltd	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 5,461	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4. 1910	8 % Tls. 95
Shanghai and Hongkong Wharf Company, Limited ..	10,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$10,000,000	Tls. 9,322	Interim of Tls. 3 for 1910	7 % Tls. 95
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$150,000	Tls. 4,314	Tls. 6 for year ending 30.6. 1910	5 1/2 % Tls. 97 sellers
Central Stores, Limited	50,723	\$15	\$15	£1,000 \$10,000	\$24,041	8 1/2 for 1909	8 % \$21 sellers
Hongkong Hotel Company, Limited	12,000	\$10	\$10	£10,000 \$100,000	\$1,277	\$3 on old shares \$1.75 on new shares for half year ending 30.6. 1910	6 % \$70
Hongkong Land Investment and Agency Co., Ltd ..	50,000	\$100	\$100	\$500,000 \$5,000,000	\$27,000	Interim of \$3 1/2 for 1910	7 % \$70
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$1,500,000 \$15,000,000	\$1,472	45 cents for 1909	6 % \$64 sellers
Kowloon Land and Building Company, Limited	5,000	\$50	\$50	£1,000 \$10,000	\$269	\$2 1/2 for 1909	8 % \$34
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 \$15,000,000	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2 % Tls. 105
West Point Building Company, Limited	12,500	\$50	\$50	£1,000 \$10,000	\$1,018	Interim of \$1.80 for 1910	8 1/2 % \$39
COTTON MILLS.							
Hwo Cotton Spinning and Weaving Company, Ltd ..	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 \$10,000,000	Tls. 10,092	Tls. 11 for year ending 31.10.09	8 1/2 % Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 1,000,000 \$10,000,000	\$9,553	10 cents for year ending 31.7.08	10 % \$44 buyers
International Cotton Manufacturing Company, Ltd ..	10,000	Tls. 75	Tls. 75	Tls. 750,000 \$7,500,000	Tls. 4,372	Tls. 7 1/2 for year ending 30.9.09	10 % Tls. 51
Lao-koong-mow Cotton Spinning & Weaving Co., Ltd	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$8,000,000	Tls. 4,529	Tls. 6 for 1909	10 % Tls. 50
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 600	Tls. 600	Tls. 1,200,000 \$12,000,000	Tls. 31,172	Tls. 8 1/2 for 1909	17 % Tls. 150
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	6,604	12/6	12/6	£4,500 \$45,000	£548	15 % per share for 1909	6 1/2 % \$3 sellers
China-Borneo Company, Limited	60,000	\$10	\$10	£10,000 \$100,000	NIL	60 cents for 1909	6 1/2 % \$10
China Light and Power Company, Limited	50,000	\$5	\$5	£1,000 \$10,000	\$50,242	60 cents for year ended 28.2.06	10 % 90 cents buyers
China Light and Power Company, Limited	50,000	\$5	\$5	£1,000 \$10,000	\$50,242	80 cents for 1909	10 % \$74 sellers
China Provident Loan & Mortgage Company, Ltd ..	125,000	\$10	\$10	£100,000 \$1,000,000	\$1,800	\$1.20 for year ending 31.7.09	7 % \$178 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	£13,000 \$130,000	\$4,390	Interim of 15 cents per share for 1910	10 % \$34 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	£5,000 \$50,000	\$670	14 per cent. viz. \$1.40 for 1909	12 % \$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	£1,000 \$10,000	\$11,708	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 % \$10 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	£10,000 \$100,000	\$7,626	Interim of \$1 per share for 1910	6 % \$13 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	£10,000 \$100,000	\$6,176	Interim of \$1 per share for 1910	9 % Tls. 1,100
Hongkong Rye Manufacturing Company, Ltd	60,000	\$10	\$10	£10,000 \$100,000	Tls. 216,682	2nd interim dividend of Tls. 15 making in all Tls. 27 for 1910	5 % \$13 sellers
Maatschappij of Mijne Bosch en Landbouw plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 507,500 Tls. 5,075,000	Tls. 216,682	80 cents on fully paid shares as 18 cents on \$1 paid shares for year end 30.4.10	5 1/2 % \$8
Peak Tramways Company, Limited	25,000	\$10	\$10	£10,000 \$100,000	\$1,014	None	2 % Tls. 115
Peak Tramways Company (new)	50,000	\$10	\$10	£10,000 \$100,000	Pa. 18,640	None	5 % \$3 sellers
Philippine Company, Limited	75,000	\$10	\$10	£10,000 \$100,000	Tls. 21,820	None	5 % \$3 sellers
Shanghai-Sumit Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 100,000 \$1,000,000	Tls. 5,250	No dividend this year	5 % \$3 sellers
Societe des Papiers et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Halpang (Nominal)	25 Halpang Currency	none none	none none	First year	5 % \$36 sellers
South China Morning Post, Limited	6,000	\$25	\$25	£1,000 \$10,000	Dr. \$31,096	None	8 % \$25
Steam Laundry Company, Limited	20,000	\$25	\$25	£1,000 \$10,000	\$127,80	10 % for year ending 31st May 1910	8 % \$5 sales
Union Waterbury Company, Limited	50,000	\$10	\$10	£1,000 \$10,000	none	60 cents for year ending 31.12.09	5 % \$6 1/2
United Asbestos Orienta Agency, Limited	10,000	\$10	\$10	£1,000 \$10,000	\$42	15 % per ordinary sh. for year ended 31.5.10 ..	5 % \$3 sellers
Watkins Limited	10,000	\$20	\$20	£1,000 \$10,000	\$1,041	35 cents for 1909	5 % \$6 1/2
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	£1,000 \$10,000	\$2,011	5 % for 1909	5 % \$3 sales
William Powell, Limited	25,000	\$7	\$7	£1,000 \$10,000	\$78	None	5 % \$3 sales

Hotel.

ROLLER SKATING RINK

AT THE

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.
Telephone No. 907.

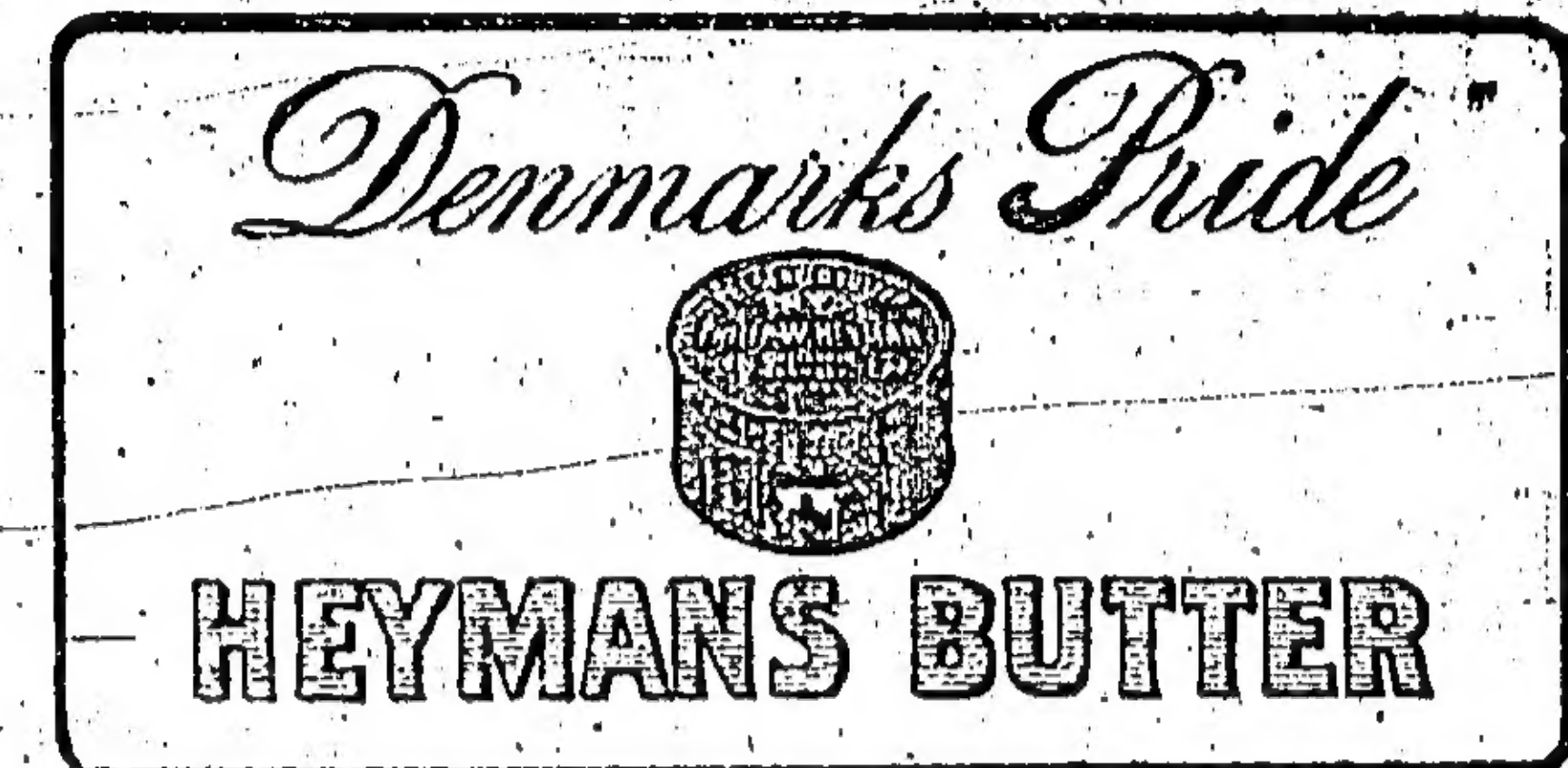
DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; and 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
Season Tickets \$1 each per month.
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandahs.
Meals a la carte at all hours.
Dining Rooms can be reserved by application to the Manager.
A String Band will play every WEDNESDAY and SUNDAY from 5 p.m. to 11 p.m.
A Special Car leaves the rink at 11.10 p.m. every night and runs up to the Hongkong Hotel.

W. GALLAGHER,
Manager.

Hongkong, 24th November, 1910.

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Intimations



SIEMSEN & CO., Sole Agents.

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PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
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3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.0

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 8380

號四廿月十年二統宣

FRIDAY, NOVEMBER 25, 1910.

五拜禮

號五廿月一十英港香

S13 PER ANNUM.
SINGLE COPY 25 CENTS.

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O heavy business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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MARRIAGE.

Donald McDermott, of the Temperance Hall, Dundee, on the 21st October, 1910, by the Rev. J. A. Graham, Victoria, N.B., U.P. Church, James W. Donald, Chief Engineer, China Navigation Company, to Barbara Dand (Dundee) eldest daughter of James Dand, of Dundee, (late of Dundee, Glasgow).

The Hongkong Telegraph.

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, NOVEMBER 25, 1910.

AN AUTHORITATIVE WORK.

(19th November.)

The publication of a book is sometimes an event of more than passing importance. Mr. R. F. Johnston, the learned and eloquent author of "Lion and Dragon in Northern China" (published by John Murray) says: "Books on China have appeared in large numbers during the past few years; and the production of another seems to demand some kind of apology. Yet it cannot be said that as a field for the ethnologist, the historian, the student of comparative religion and of folk lore, the sociologist or the moral philosopher, China has been worked out." Mr. Johnston need not apologise. He has succeeded in the field he has chosen in every one of the capacities mentioned. Whether as a historian or as a sociologist or a philosopher it is hard to say where he has succeeded best. This book, which, as its name suggests, deals primarily with the territory of Weihaiwei and its people, is, in fact, a profound study of the Chinese in general. We are in complete agreement with the author in his attitude of mind. He belongs to a class of men which has suffered from the praise of Mr. Rudyard Kipling and is forced to suffer fools gladly in the course of every day work. Mr. Johnston says "in this outlying part of the British Empire, no less than in India and the rest of our Asiatic possessions, the chief qualifications necessary for a judge or a magistrate are not so much a knowledge of law and of legal procedure as a ready acquaintance with the language, customs, religious ideas and ordinary mode of life of the people and an ability to sympathise with or at least to understand their prejudices and points of view. Perhaps no Englishman, no European or American, can hope to administer justice or exercise executive functions among Asiatics in a manner that will win universal approval. If he becomes too fond of the natives he runs the risk of becoming deacidified. He is distrusted by his own countrymen, he is not respected—perhaps regarded as rather a bore—by the natives over whom he is placed. But let the European who applies to another the epithet of 'pro-native' inquire rigorously of himself whether his real ground of complaint is not this: that the person whom he criticises does not in all cases support the European against the Asiatic when the interests of the two are at variance, that he does not necessarily accept the European point of view as the only possible or the only just one. How is it that you Government officials, as soon as you have learned the language and studied the customs of the country become either mad or hopelessly pro-Chinese? This is a question which in one form or another is frequently asked by unofficial residents in China. It may be that there is something in the nature of Chinese studies that makes men mad, and indeed I have heard this soberly maintained by persons who themselves are careful to avoid all risk of contagion. But it never seems to occur to such questioners that there may be some solid reasons for the apparently pro-Chinese tendencies (they are generally only apparent) of their official friends; reasons based on the fact that the latter have discovered—perhaps much to their own astonishment—how much there is truly admirable and worthy of preservation not only in Chinese art and literature and even religion, but also in the social organization of the Chinese people. If there is one statement about China that can be made with perfect assurance it is this: that in the long process of reform she learns to despise and throw aside all the supports she has leaned upon for thousands of years, if she exchanges for Western substitutes all her ideals, her philosophy of life, her ethics, her social system, she may indeed become rich, progressive, powerful in peace and war, perhaps a terror to the nations, but she will have left behind her very much that was good and great, she will have parted with much that was essential to her happiness and even to her self respect, she will be a stranger to herself." Now we have always been supporters of this point of view. We cannot quote more of this most fascinating book, which contains whole chapters that tempt to quotation. The account of the religious side of Chinese life is written from the point of view of one who can sympathise with his fellow-men in the most lovable way, and one who has evidently deeply pondered over "God's ways with men." Whether the serious-minded student of things Chinese, approach them from the point of view of an official or of a missionary or simply as one of the curious, he will find this work most valuable and illuminating.

CHINESE DEPORTERS.

It so happens that we have had brought to our notice recently a great number of cases wherein respectable Chinese of undoubted standing have been deported from the Colony. We are not referring to any one case in particular, but to the subject as a whole. If particulars were necessary, we could quote volumes. As it is, the state of things governing the Banishment Ordinance cannot be described as other than arbitrary. Why this condition should be tolerated by an enlightened Chief Justice such as Sir Francis Fitzgerald passes understanding. His Lordship, and he only, is able to sentence a man to absolute banishment from the Colony—that is to say, when the case is before his Lordship in appeal. And now comes the

question. Are these questions submitted to the Chief Justice in general? The answer is "No." According to a kind of Mosaic rule, badly administered, the Executive Council have the power magisterially to sentence any man to no less than ten years' imprisonment. It may happen that some of the constituents of the Executive may not even hold warrants as Justices of the Peace. The Police are powerless to act discriminatorily in the situation in which they find themselves. Upon their heads devolves the necessity of doing that which the bare word of the law requires and they have to do what the regulations tell them to do. There are hundreds of undesirable amongst our population and the sooner these are deported the better for the Colony. But when it comes to a case of a respectable Chinese merchant being hounded out of the Colony at the call of a Chinese informer who is looking only for "squeeze," it would sit ill with the British Press if it were to ignore the injustice of the prevailing system. There is one case in point which has been brought to our immediate attention, where a wealthy and respectable citizen was told by a Government official—Chinese—that he was required to go to the Police Court if he did not want to be put out of the Colony summarily. He exclaimed, "that he would resist in case of expulsion but became so uneasy that he cleared out to Canton, leaving his business to the tender care of his wife and child. We understand that he is coming back to fight the case out and we wish him every luck. The Banishment Ordinance wants a tremendous lot of amendment. It is to be hoped that our able Attorney-General, Mr. Rees-Davies, will see to it that it is amended so as to preclude such cases of utter hardship as that described above. It is interesting, by the way, to recall the fact that before our late Attorney-General and Whilom Chief Justice, Sir Henry Berkeley, K.C., was in the Council, he gave a judgment in Fiji which covered the same point. In his judgment Sir Henry said that "No subject of His Majesty the King may in time of peace, lawfully be deprived of his liberty or of his property by any tribunal in this Colony without having been first brought to a trial upon a charge made against him and communicated to him without having first had an opportunity afforded him of being heard in his defence." That is the point exactly wherein the Hongkong law fails. Men of standing, merchants of many years' experience, are all victimised to make good the sins and shortcomings of the many. In some recent instances, the Chinese concerned have not even had the chance of going in front of the Magistrate in order to see whether their expulsion from the Colony had magisterial sanction. As a rule, we believe, the information regarding a man's private life and staffing whether he is a suitable member of this delectable community, emanates from the Secret Service, whose turpitude does not require to be enlarged upon. We do not agree with Sir Henry Berkeley that the Governor-in-Council is a tribunal. The Governor sitting by himself constitutes a Council under the old Statutes but the very word "tribunal" conveys the meaning that a quorum cannot be spoken of unless it is composed of at least three. From the information we have at hand it appears that many of the banishment orders presently made are sent down from the Central Police Station and signed by the Registrar-General without question and ratified by the Executive Council (which means the Colonial Secretary) without inquiry. It is high time that such a state of things should be put an end to. It may be that a man may be a member of a secret society, but as Sir Henry Berkeley puts it, he must be afforded an opportunity of being heard in his own defence.

FOREIGN LOANS—A POLITICAL VIEW.

(21st November.)

As sound economists we have often expressed our astonishment at the blindness of the Chinese to the advantages to be derived from the admission of foreign capital in the development of China's vast and as yet untouched resources. Being good Britishers we have always esteemed ourselves as true friends to the Chinese, indeed, we have more than once asserted that China's only honest friend is Great Britain. Believing that our honesty of purpose cannot be doubted, we have been inclined to sneer at any opposition to British loans as mere, and foreign folly. Recent events, when viewed from the standpoint of the Chinese Government, not from that of an economist, justify a great deal of the reluctance of the Chinese to involve their country in an indebtedness which might end in political tutelage. As the case of an individual is, so *mutatis mutandis*, is that of a nation. No nation, any more than any individual, that is in debt, may call itself wholly free. We do not refer to the National Debts of European Powers, for they are of a different character altogether. Mr. R. F. Johnston in his book "Lion and Dragon in Northern China" has exactly expressed the point of view of many thoughtful Chinese, as well as Europeans, when he says "Sir Alfred, Lyall truly points out that the European money-market is to Asia 'a most perilous snare,' and that the more Asiatic Government runs into debt with European financiers, or has permitted the investment of foreign capital within its territory, the more it falls under the stringent, self-interest and inquisitive 'political superintendence' of the capitalist state." We have seen this in Cuba and Porto Rico, where American Capital is so largely invested that the United States Government could not escape from the necessity of "boosing" these

islands, even if she would. We note that Cuba is a "Republic," free and independent—that is, in name. For the overwhelming power of the United States overshadows all, this is as it should be in the case of Cuba. Egypt fell a prey to European financiers in the time of Ismail, who soon found himself bound hand and foot, and his country helpless in the hands of the British and the French. His successor, Tewfik, saw the French steam away and his country occupied by the just and honest, but uncompromisingly victorious British. His successor, Abbas, has known what it was to be threatened with arrest by British soldiers if he ventured to oppose the will of the greatest of modern pro-consuls, Lord Cromer. The young man was led by the British Consul-General to a window, whence could be seen British soldiers arrayed in serried ranks. "Look!" said Lord Cromer. Abbas looked, and yielded to the imperious will of one who had originally come to Egypt on a simple financial commission. What wonder that thoughtful and patriotic men dread the effects of obligations which are capable of leading to such a dénouement? As we write we learn that the English, French, German and American capitalists, have arrived at a common understanding, and that they will in future act in co-operation in the matter of the new Chinese loan. We wonder who will get the lion's share, and how much the dragon will get.

ZINC VERSUS COPPER.

In our issue of Saturday we were the first to publish the news that the Harbour authorities have instituted a remarkable practical test of the comparative value of zinc and copper as materials for sheathing the bottoms of vessels. This is a startling innovation. Copper has always been regarded as the only satisfactory metal for the purpose of sheathing ship's bottoms, so as to protect them from corrosion and against barnacles, sea-weed, etc. Experiments with other materials have hitherto failed. Perhaps zinc has never been tried before now. We learn that the eight plates of copper which need renewal in the hull of the steam-ship "Stanley," which is now in dry-dock at Kowloon undergoing her yearly overhaul, are to be replaced with plates of zinc. It will be interesting to observe how zinc compares with copper in resisting the corrosive action of sea water. The zinc is cheaper in the beginning. Is it so in the long run? If it can be shown that it is, the future will see every Government bottom in the harbour sheathed with zinc. Without an extravagant exercise of imagination one may suppose that so important an experiment will not be confined to Hongkong. Vessels in waters of like changes in temperature, etc., will naturally follow the lead of Hongkong. Any experiment that makes for cheapness combined with efficiency is to be viewed with gratification. Our Harbour Authorities are, it is evident, as vigilant in this as they are in other matters.

ANGLO-JAPANESE RELATIONSHIP.

(22nd November.)

What with the revolution in Portugal, the seething in Spain, and the Social tribulations of Paris and Berlin, the matter of the relationship existing between Great Britain and Japan has been outwardly forced from our visual horizon, but that it has not been lost sight of entirely is evidenced by the fact that the Japanese daily newspapers are still thrashing away at the subject. The fact that most of these deliverances appear in reputedly official journals is in itself significant. However apathetic our own people at home may be in this matter, there can be no doubt that the Japanese are determined to maintain the alliance that they made with Great Britain seven or eight years ago and which has yet some years to run before expiry. Of course there are some newspapers that take up a different attitude. One Northern Journal, for instance, describes the situation as "The Bubble Burst," which perhaps is a misleading phrase, for, as we know, the big bubble that burst in our history was the South Sea bubble which enriched some people and impoverished thousands. As regards the more recent bubble, so called the journal in question is less circumspect than it always previously had had the credit for being. In the meantime, this is the passage from its columns referred to:—"At last, as we have always prophesied would be the case, the bubble of the friendship of Japan for her more powerful ally, Great Britain, has burst; and the recent publication of the new rates of taxation upon imported goods into the Eastern Island Empire has aroused so much feeling throughout the manufacturing and commercial classes in Great Britain that the matter will not be allowed to drop, and will result in no further treaties of alliance being possible between Great Britain and Japan. If the new Japanese tariff has done nothing else, it deserves the thanks of every Briton for having aroused the Tariff Reform League at home into taking an immediate and definite course of action which, as will be seen by the cables published, is to result in 500 public meetings, being held during the next few months in Yorkshire and Lancashire alone, the home of the great industries more particularly aimed at and affected by the Japanese increased tariff. British public feeling once aroused, there can be no possible doubt that the hands of the British Ministry will be forced and Parliament must see the necessity of beginning to protect home industries, by preferential rates to Colonial products and a moderate import duty on the introduction of foreign-made goods and manufactures. The Anglo-Japanese Exhibition at Osaka and the Japanese

pandering of the Japanese press agencies throughout the world have both done much to open people's eyes, both at home and in the Far East, to the hollowness and suspiciousness of their public protestations." In a moderate degree we sympathise with our contemporary. There is no doubt that the Anglo-Japanese alliance as originally drafted was drafted in the interests of Great Britain which as a supreme Power was able to dictate her own terms and to provide the sinews of war towards the defeat of her ancient enemy the Russians. Hence the alliance. Once it had been consummated and the old-time power of the Muscovite had been smashed up very little remained of British reasonableness so far as the Japanese were concerned and the result was that friction immediately set in. It was not altogether Great Britain's fault. The Japanese nation since their acquirement of its position as one of the Great Powers has evinced a somewhat contemptuous regard not only for other European Powers but for their own ally. It hardly needs repetition when one says that this conduct is hardly justifiable. Great Britain all the time has occupied a place of "splendid isolation." When she chooses to take unto herself an ally she does it for her own purposes, for continuity of policy at the Foreign Office is a part of the political religion. But it is gratifying to know from inside knowledge that our alliance with Japan is not in any way jeopardised by the tariff charges which our Far Eastern Island Empire has found it necessary to impose upon British imports in common with those from other countries. The main argument made by the Tariff Reformers of England in this case was that Great Britain, being a Free Trade country, was not able to stand on the same footing as other European countries, because she had no import duty such as Germany or France and was thereby incapacitated from dealing with Japan on equal terms. We gather, however, that as between the two allied Powers a trade compact has been reached and that Great Britain will no longer be in a worse position than any Continental country so far as regards her exports to Japan. That consummation was one devoutly to be wished, and it is a blessing that our allies have practically granted us this privilege, which means so much to British manufacturers and workmen as well. The Anglo-Japanese alliance to-day appears to be as strong as it was upon the day when it was first signed and in all human probability it will be renewed when the day of its expiry arrives. That is our earnest hope.

THE BANISHMENT ORDINANCE.

(23rd November.)

It has been brought to our notice, and it only bears out our own conviction, that the recently issued "Banishment Ordinance" is pressing very hardly upon a very desirable element in our Chinese community. In the British Army they say "No names, no pack-drill" so in the course of this article no names shall be mentioned outright except the name of the eminent King's Counsel who as Chief Justice of the Fiji Islands has laid down a standard and leading judgment on the question which is presently agitating Chinese circles in Hongkong. Sir Henry Berkeley was our Attorney-General and his Lordship also filled the position of Chief Justice of Hongkong after his departure from the Southern Islands. In Fiji his Lordship laid down several rules that are incapable of refutation so far as any British subject is concerned, whether that subject be black or white. Yet it is apparent that the Banishment Ordinance is being preyed upon to the discredit of well-doing Chinese subjects who are as much entitled to the liberties that the British law convey as any man who hails from London or from Glasgow. As a matter of fact, the Banishment Ordinance is being proscribed. Unknowingly, the Government is lending itself to a misapplication of it. Within our own knowledge there have been of late several notorious cases of respectable Chinese deported by reason of "information received"—citizens of British prestige who got no opportunity of defending themselves before the tribunal constituted by the Governor-in-Council. With all due respect to the Registrar-General, it is clear that many of his decisions with regard to banishment are wrong or at least faulty, and why a respectable merchant should be hounded out of the Colony passes understanding. He may be a gambler, or he may smoke opium, or he may do worse things, but if the same principle were applied indiscriminately there would be very few Europeans left in the island. The case in point in our estimation is that of one amongst a number, who was told by a Police informer that a warrant was out for his arrest and, being worldly wise, he left the Colony for Canton. Otherwise he might have been taken into custody without any opportunity of defending himself in the open Court. This is no fallacy. The usual *modus operandi* in the case of a person who comes under the purview of the Banishment Ordinance is that he is brought before the Chief Detective Inspector in the first place, transferred to the Registrar-General secondly and then sent off (or rather his order of banishment is sent off) to the Executive Council, where it is duly signed, generally without examination or personal attendance of the deportee. It does not require any enlarging to prove that such procedure is entirely unsound and unconstitutional, and the Chinese are beginning to find that out. There are doubtless in this Colony many people who deserve to be banished—one Chinese of our acquaintance says hundreds—but these are all bad characters whose room is preferable to their company. But that is not reason why respect-

able merchants should be sent away from the Colony on the scanty evidence of Police informers. *Inter alia*, this is what Sir Henry Berkeley had to say in a similar case which he tried in the Fiji Islands before he came to Hongkong. In this instance the Fiji Attorney General sent a native named Ratu Savanaca to the island of Na Vau under the "Confining Order." This Ordinance declares:—"It shall be lawful for the Governor-in-Council by order under his hand to confine any Native whom he shall believe to be disaffected to the Queen or otherwise dangerous to the peace or good order of the Colony to a particular locality in Fiji for any period not exceeding 10 years from the date of such Order." In reply to this contention, Sir Henry made the statement that it is clearly against every principle of natural law and justice that a man should be condemned to be deprived of his liberty without having the charge upon which he is to be condemned communicated to him and without any opportunity being afforded to him of defending himself against such charge or explaining his conduct in relation to such charge." Yet in despite of this judgment, which ought to apply to all British Colonies, reputable Chinese are deported from Hongkong almost daily without being granted a public even an executive hearing. In answer to the argument that the Governor-in-Council might adopt whatever procedure he pleased because the Ordinance was silent on that point, Sir Henry said the answer to that contention was that "the inherent right of every British subject to be heard before he is condemned cannot be taken away from him except by express words or by implication amounting to express enactment; and that where a Statute constitutes a tribunal with power to deprive the subject of his liberty, and is silent as to the procedure to be observed, such a tribunal, however informal it may be, must conduct its proceedings in accordance with the principles of natural law and justice." That is almost the last word that can be said on the subject, and it is to be hoped that the Hongkong authorities will observe the fact.

THE BUILDERS.

With much solemnity to erect an elaborate structure, and, when it is erected, with a sudden childish gesture violently to sweep it down, and then with as much care and solemnity as before to re-erect the edifice, is called playing at card-castles. To pull down buildings simply because they are old is called destruction. To do so because they are beautiful is called vandalism. Every one of these kinds of activity is to be found in Nature except the last. This, one would think, must be reserved for the demons who hate man and man's work. But no—men, too, are guilty of what seems to us inhuman, and unnatural. Destruction of old things, often regrettable, is obvious in Nature. Very old trees, for instance, are gradually destroyed by time, until decaying they fall to pieces. Nature, too, would seem to play at card-castles. Some forms of tropical vegetation spring up suddenly and as suddenly perish, when from the faded petals of the dead flower a new plant immediately grows. But here, the analogy ceases, and card-castle playing by men is utterly different. The purposes of Nature are hidden from the profoundest philosophers; those of a child are self-evident. The childish spirit lingers in men's characters, in some cases, all through life. When this spirit, as after happens, is beautiful, being innocent, it is admirable. When it is wanton and unreasoning it is detestable. Of all detestable spirits, that of the card-castle playing instinct in some men is the most abhorrent to reason. We once knew a man who had a mania for changing everything, and when he gave way to it, after pulling things to pieces he had laboriously to put them all in place again—or, rather, his subordinates had to do so. The French revolutionists proclaimed that they had "given" us a new earth and that Heaven had been abolished altogether. The earth remains as old as ever, and Heaven as near or as far from our reach as it has always been. When people talk, as they often do, without thinking, they are apt to speak of the good done by the French Revolution. A little reflection will show that the good referred to was done by constructive minds after that cataclysm. On the other hand, to pull down a really rotten structure and rebuild it is not playing at card-castles. The danger to the younger generation of Chinese, for instance, is that they should find such zest in the work of destroying what is rotten in the State, that they may proceed to pull down quite sound and solid structures, afterwards to erect in their place a flimsy, jerry-built edifice that will not stand the first typhoon of internal or external strife. The funniest and yet in some ways the most ghastly instance of playing at card castles is the exhibition of themselves that the new so-called Ministers in Portugal are making. All of the old corruption and venality is there—every bit of it, only more so. What a world this is! And yet there are good and useful men in it, and good and useful builders. The founders of the Hongkong University are erecting a monument *perennius*, and it is of such builders that we would the world were full.

THE CANAILLE IN SHANGHAI.

The Chinese of Shanghai have forfeited our sympathy by their extraordinary behaviour at the meeting recently held in the Two Godown for the purpose of explaining to the Chinese the anti-plague measures taken by the Municipality. The Chinese are, as a rule, the most reasonable of people when they once understand a thing, and usually they are willing to listen to argu-

ment. Here in Hongkong, after many difficulties, they have so entirely consensated to plague prevention that all this year (we speak from memory) there have been only twenty three cases of plague in Hongkong, almost all of which came from elsewhere. How is it that this splendid result has been achieved? It is owing to the efforts of Mr. Brown and the Chinese gentry who acted with him. In Shanghai an effort was made to attain the objects already arrived at in Hongkong. We learn that the Chinese gentry and the Health Officer of the Settlement understood each other, or appeared to do so. The great meeting at the Ewo Godowa, therefore, would seem to have been held with a view to the enlightenment of the Chinese, other than the gentry, as to the objects of the plague preventive measures. It is next to impossible to enlighten people who do not want to be enlightened, and say so by hurling lumps of granite. However, we can far better understand the attitude of those who threw stones at the Police, than that of those well-dressed and apparently respectable people who attended the meeting ostensibly for the purpose of listening to the arguments of the Health Officer, but, really, to howl him down. We read that at the mere mention of his speech "violent protests were raised. Certain of the discontented residents in the infected neighbourhood pressed forward and declaimed in the wildest excitement, which was communicated like wildfire to the rest of the audience." While this was going on, continuous rushes were being made on the police guarding the doors. It should not be overlooked that at the special request of the Chinese gentry no armed police were on duty. Eventually, of course, not only armed police but even the Volunteers had to be called to reserve order. Now we suggest that the whole unhappy business was a "put-up job," and that the apparent reasonableness with which consent had been given to attend the meeting, simply covered an intention to make that meeting the occasion of a riot in order to intimidate the Shanghai Municipal Council.

THE USES OF ADVERTISEMENT.

(24th November.)
It has been said, probably truly, that advertisement is the soul of modern business. Without it, in these days of competition, success is impossible. Business in the sense in which we use the word for the purposes of our present argument, that is, in connection with our consideration of advertisement, does not only mean trade. It means any kind of money-getting. The other day, a repulsive abuse of the Courts of Justice was brought to light in the course of an action which had its origin in advertisement. The Press agent employed by a London theatre arranged with his manager to get up a "scene" during an interval between the acts. A gentleman accompanied to the theatre two ladies wearing huge hats of the prevailing disgusting fashion. They sat in front of him. During the interval, he, pretending to be a stranger to them, protested against their hats, and requested them to remove them. They, as arranged, refused, and the scene began. The gentleman became indignant, the ladies demanded the protection of the manager, who, on being called, however, took the gentleman's part. Not only that, but—and here is the heart of the business—he committed a technical assault on the ladies by gently pushing their shoulders when getting them out of the theatre. They then sued him for assault, and he pleaded that as manager of the theatre it was his duty to his audience to put down the use of the troublesome and obstructive "matinee hat," and that in ejecting the recalcitrant ladies he used no more force than was necessary or seemly. The magistrate decided in favour of the manager, and, of course, the theatre got a tremendous advertisement, and one of a most useful kind, for men naturally prefer to go to a theatre where that horror, the fashionable feminine hat, will not obstruct their view of the stage. This arrangement was, however, in our opinion, highly improper. To use the Court in such a manner is to make a mockery of the majesty of the Law. When, therefore, one of the ladies and the Press agent subsequently sued the theatre manager for a considerable sum of money, which, they alleged, he had promised them for their services in getting up the whole business, the Judge very rightly dismissed the case on the ground that such misuse of His Majesty's Courts was contrary to public policy. This form of advertisement is most objectionable, as also is anything connected with religion. "Come and be saved by Barabones, the best Protestant in the East district of Liverpool," is, for instance, an improper advertisement. When the late Oscar Wilde, not quite sure that his writings would obtain recognition on their own merits, went to the theatre in a velvet coat and knee-breeches, wearing his hair long, and gazing ecstatically at a girl which he carried in his hand (or was it a gilly carnation?) he achieved fame immediately. We British are not a very artistic people, but we are undoubtedly attracted by, even while we dislike and distrust, eccentricity. Abuse a book for its immoral tendencies, and you do its author and publisher a good turn beyond all thanks. That is why we shall not mention names in our reprobatious and, indeed, condemnation of certain novelists who have been busy of late writing books of a "peculiar" sort, simply to get them banished from the libraries in England. But this subject demands further consideration on another occasion. We refer to it now as an instance of the use of advertisement which amounts to an abuse of toleration, and contempt of public decency.

COLLISIONS AND "GOOD JUSS."

(25th November.)
We learn that a mail-boat of one of the well-known lines trading in the Far East, landed four shipwrecked men in Japan the other day, and that the shipwreck had been caused by the sampan or boat belonging to these men crossing the bows of the steamer. One wonders how it is that more accidents of this sort do not happen, or how steamer officers are able to preserve their sanity under what must be intolerable provocation. Two days

ago, we are informed by an eye-witness, the following episode occurred. A steamer leaving Hongkong was feeling its way through the traffic, and had nearly got clear of the crowd of sampans that swarm round the steamer wharves. A sampan that was apparently doing nothing and going nowhere suddenly burst out in frantic energy, so to speak, and the piratical-looking scamps who were rowing it, laughed, actually laughed, as they drove their craft right across the bows of the steamer. The Captain on the bridge was a gentleman who on occasion is capable of sailorly language. In fact, he is not a bit afraid of saying so, in sailorly terms. But on this occasion he merely sighed. Now, we submit, that a merchant skipper's sigh is a serious thing, as serious a thing, and, indeed, more so, than a Naval Captain's. "Damn," things must be very bad when it comes to that. And so they are, very bad. For, if one of these wretched sampans is run down, and one of its worthless rowers drowned, the poor Captain or officer on the bridge may be charged with manslaughter, and in any case gets let in for no end of trouble. These water rats think it "good joss" that it brings them luck, to take risks by wantonly crossing a steamer's bows. What can be done to put down this sort of thing? Those who follow the sea have worries and anxieties enough. Heaven knows, without additions of this sort. We suggest that it should be an understood thing that when a sampan is run down by a steamer, under no matter what circumstances, the steamer be held blameless, and that she be under no obligation to stop and pick up the sampan men—that is, in port, of course. This sounds drastic but is far more reasonable than the present stupid and irrational state of things, wherein men's hair is turned grey before the time when it is decent and proper for a Master Mariner to have grey hair.

NEWS FROM THE NORTH.

(Specially Translated for the Hongkong Telegraph.)

The four groups of foreign Powers, i.e., British, American, German and French, have requested their representatives to communicate with the Minister of Foreign Affairs to the effect that the draft agreement should remain unaltered. The Minister of Foreign Affairs has forwarded the request to the Ministry of Posts and Communications for discussion.

THE GRAND COUNCIL.

It has been arranged by the Prince Regent and the Grand Council that a meeting of the Council should be held once in every three days, and each member of the Council will be required to attend.

REORGANIZATION OF THE ARMY.

Princes Tsai Tao, Yu Lang and President Yin Chaog have decided to appoint a day to invite all the members of the National Assembly and the Senate to the Ministry of War to discuss the question of the reorganization of the military system.

TROOPS OBJECTED TO.

It is reported that H.E. Viceroy Hsiang-shang of the Three Eastern Provinces, has advised the Taroo that he has received private information from four members of the Consular body to the effect that if China does not stop the advance of troops of a certain Power to its provinces, unpleasant developments might arise.

CUSTOMS DUTY.

The National Assembly has rejected the proposal to alter the Customs duty system from a flat into a dollar basis in Kiangsi province. The Viceroy therefore asks for instructions as to how to deal with the matter.

OBSCURATE STUDENTS.

Prince Su had an interview with the Prince Regent on the 15th inst., in the course of which he stated that most of the Provincial representatives had not yet returned to their respective provinces pending the decision of the Provincial Assemblies. The Prince asked the Regent for instructions as to what steps should be taken, as it was impossible to use force in the matter. The Regent declined to express an opinion one way or the other.

SALT TAX.

A conference was held by the members of the Senate on the 16th inst. to discuss the salt question in Yunnan province. A resolution was passed that the salt tax would not be increased in the province. With regard to the increase of power to be vested in H.E. Viceroy Li Chung-hue of Yunnan, no decision has yet been arrived at.

RAILWAY LANS.

It is reported from Peking that H.E. the Viceroy of Szechwan has memorialized the Taroo requesting permission to obtain American loans for the construction of the Szechwan-Railway. The request has been granted by the Ministry concerned.

UNKNOWN VESSEL'S WRECK.

IN LAN-TAU CHANNEL.

23rd inst.

On Monday last, a wreck was reported to the Harbour Authorities as lying in Lan-tau Channel. The wreck has now been located. It lies in nine fathoms of water with Chu Chau Island bearing. The stern of the wrecked vessel is on the bottom and the bows appear about eight feet above water. From inquiries made by a representative of the Hongkong Telegraph, it appears that the ill-fated vessel is of European build with very heavy timbers. On the fore-deck, about six feet from the stern, appears to have been a mast (11 in. diameter) sawn off four feet above the deck and just about one heavy mooring bit. Yesterday, the wreck was being towed by a tender, which, after half an hour, managed to shift the wreck a distance of about 75 feet only. Further attempt to tow the vessel was abandoned.

TYPHOON WARNING.

The telegrams quoted below were received from the Manila Observatory at the American Consulate-General to-day:

Manila, November 22nd, 3.30 p.m.
Cyclone or typhoon E.N.E. of Manila, moving W.

Manila, November 22nd, 9 p.m.
The typhoon has crossed Luzon north of Manila in the form of a hollow depression. It may increase in intensity in the China Sea.

Manila, Nov. 23, 9 a.m.
Cyclone or typhoon V. of Luzon in more than 100 miles distant, including W. in W. and N.W.

Manila, Nov. 23, 9 a.m.
Cyclone or typhoon V. of Luzon in more than 100 miles distant, including W. in W. and N.W.

Manila, Nov. 23, 9 a.m.
Cyclone or typhoon V. of Luzon in more than 100 miles distant, including W. in W. and N.W.

Manila, Nov. 23, 9 a.m.
Cyclone or typhoon V. of Luzon in more than 100 miles distant, including W. in W. and N.W.

Manila, Nov. 23, 9 a.m.
Cyclone or typhoon V. of Luzon in more than 100 miles distant, including W. in W. and N.W.

Jesuits of Macao.

QUIT THE HOLY CITY.

ARRIVAL AT HONGKONG.

The new Hongkong Telegraph was the first to publish last evening the widespread movement for the removal of the Jesuits from Macao, and had nearly got clear of the crowd of sampans that swarm round the steamer wharves. A sampan that was apparently doing nothing and going nowhere suddenly burst out in frantic energy, so to speak, and the piratical-looking scamps who were rowing it, laughed, actually laughed, as they drove their craft right across the bows of the steamer. The Captain on the bridge was a gentleman who on occasion is capable of sailorly language. In fact, he is not a bit afraid of saying so, in sailorly terms. But on this occasion he merely sighed. Now, we submit, that a merchant skipper's sigh is a serious thing, as serious a thing, and, indeed, more so, than a Naval Captain's. "Damn," things must be very bad when it comes to that. And so they are, very bad. For, if one of these wretched sampans is run down, and one of its worthless rowers drowned, the poor Captain or officer on the bridge may be charged with manslaughter, and in any case gets let in for no end of trouble. These water rats think it "good joss" that it brings them luck, to take risks by wantonly crossing a steamer's bows. What can be done to put down this sort of thing? Those who follow the sea have worries and anxieties enough. Heaven knows, without additions of this sort. We suggest that it should be an understood thing that when a sampan is run down by a steamer, under no matter what circumstances, the steamer be held blameless, and that she be under no obligation to stop and pick up the sampan men—that is, in port, of course. This sounds drastic but is far more reasonable than the present stupid and irrational state of things, wherein men's hair is turned grey before the time when it is decent and proper for a Master Mariner to have grey hair.

NOT PERMANENT.

At any rate it is hoped that it will not be so. So far as has been able to gather, the members of the Society of Jesus have left Macao temporarily only. Three of the priests, who were the Rev. Father Gorgulves, arrived in Hongkong in the forenoon to-day by the s.s. "Taif." Two more are due here in the course of the afternoon, while the steamer to arrive later from Canton to-day will bring eight others from Canton, the latter having elected to come over by way of Canton.

THEIR STAY IN HONGKONG.

The Jesuits will be the guests of the Rev. Father F. R. Oval, Procurator, parish Dominican Procurator, and the Rev. Father Robert, Procurator of the Missions Etrangères. Eight of the Fathers will be the guests of the Spanish Mission at Seymour Road, while six others will enjoy the hospitality of their French confreres at Cause Road.

Upon leaving Macao, the Seminary was taken charge of by the Right Reverend the Bishop of the Diocese in whom the property is vested. Contrary to all popular notions the Jesuits have no leasehold estates of their own. Their worldly possessions are limited to their own personal belongings and their valuable library of rare books. With their departure from the Portuguese settlement the

SCHOOL IS CLOSED.

for the time being. But if it should be decided that their entry into Portuguese territory is to be permanently prohibited, then there can be no doubt that His Lordship the Bishop will devise ways and means for conducting the Seminary and re-opening the school under what are called secular priests.

In the meantime the self-appointed religious banishers will have their temporary residence in Hongkong and await the outcome of the telegraphic memorials addressed to the Ministers for the Colonies in Lisbon and to which reference is made below.

RELIGIOUS ORDERS AT MACAO.

HONGKONG PORTUGUESE TELEGRAM.

TO LISBON.

Yesterday we referred at some length to the question of expulsion of the religious orders from Macao. We mentioned that a meeting would be held at the Club Lusitano in the evening to discuss the matter. The meeting was called by circular which was issued broadcast in the afternoon and was signed by three elderly and respected members of the Portuguese community in Hongkong, viz., Messrs G. A. Vaz, J. M. R. de Faria, and J. M. de Castro. The purpose of the circular, which was in Portuguese, was to the effect that the convener "asked the liberty to invite the members of the Portuguese community in Hongkong to meet to-day (18th inst.) at 6 o'clock in the evening, at the Club Lusitano, with the object of despatching a telegram to the Minister for the Colonies praying the retention of the religious orders at Macao." The convener "begged to remind all the Portuguese and each in particular how much they owed to the religious associations whether for their instruction and their well-being, or for the Christian charity with which they shelter in their maternal arms the poor orphans."

Our information is that over fifty persons attended the meeting. Mr. G. A. Vaz presided and the regular convening the meeting, and Mr. L. d'Almeida having been elected to the chair, Mr. J. M. de Castro proceeded to deliver a fluent and eloquent discourse, urging the grounds for the retention of the religious orders at Macao. So far as his arguments and so convincing his well-rounded sentences that the meeting adopted, without a dissentient, a resolution agreeing to despatch the following telegram to Lisbon and which was cabled last night:

"MINISTER FOR THE COLONIES, LISBON.

"Portuguese community Hongkong beg retention congregations religious orders Macao in interest education youth and hapless poverty.—ALMADE CASTRO, President Meeting."

SHANGHAI CO-OPERATION.

Another telegram was addressed to the President of the Club Lusitano at Shanghai soliciting the community's co-operation in the Northern Settlement in support of the telegraphic representation to Lisbon.

From Macao we hear that the Chinese residing there have also forwarded a long telegram to Lisbon appealing to the Republican Government to allow the Italian Sisters of Charity to continue their good work in the Colony.

EXPULSION ENFORCED.

TELEGRAMS FROM LISBON.

21st inst.

At last the expulsion of the Jesuits from Macao has been enforced *de facto*. It had been hoped that the earnest appeals from the Portuguese and Chinese (Catholic) communities of Macao and Hongkong and the Portuguese of Shanghai to the Minister for the Colonies in Lisbon would have the effect of the inexorable Decree being set aside at least as far as Macao was concerned, where from long experience it has been found that the professions of the Society of Jesus were of incalculable benefit to the educational and moral needs of the Colony. Alas, the drastic proscription has been proved to be

IMMUTABLE.

and the decree has gone forth from the unwilling hands of a thoroughly sympathetic Governor, that the members of the Society of Jesus heretofore conducting the Seminary and College at Macao must be banded out from the Colony, bearing of the sanctified name of *Cidade de Santo Nome de Deus* like so many malefactors. To the good Fathers who had sought the

HOSPITALITY OF THIS BRITISH COLONY.

the mandate was conveyed last night by an emissary of His Lordship the Bishop of Macao, so less a personage than the Private Secretary of His Lordship himself. The reverend gentlemen received the news at the Spanish Procurator. It was not wholly unexpected. It was received with that Christian resignation and Catholic fortitude that a life long accustomed to suffer persecution and abnegation had accustomed it to all the reverses of fortune. It was a death-blow

RELIGIOUS ASSOCIATIONS.

not included under the denomination of the Society of Jesus, do not, for the present, come under the proscription; but for the telegrams received from Lisbon on Saturday stated that the operation of the new law affecting them would be held in abeyance pending the receipt of the despatch by post referred to in His Lordship the Bishop's telegram to the Colonial Ministry. So that at the present moment the Salesian Fathers continue to exercise office at Macao and the Canons and Franciscan Sisters are allowed to carry on the beneficent work of the two convents for the time being. It is to be trusted that the hardened hearts of the men who now rule the destinies of Portugal in the Portuguese capital will be moved to hearken the prayers of the numerous telegraphic petitions sent forward for the retention of the holy ladies at Macao. The teaching in

THE SEMINARY.

will not be suffered to be wholly disorganised. Of course, it has had to be temporarily suspended since Saturday, but we have an absolutely reliable authority that the secular Fathers under Bishop Azevedo, are already in possession and that by to-morrow morning the classes will be resumed as usual, with the exception of the English class. With characteristic energy His Lordship has already, through his personal representative, instituted inquiries in Hongkong for a competent English gentleman to fill the gap caused by the Rev. Father Aikwigh's departure, and we have every reason to believe that arrangements are practically concluded whereby the services of a Britisher of scholarly attainments have been secured to act as a member of the professorial staff in the Seminary. We understand that the gentleman engaged will be leaving for his sphere of usefulness to-morrow.

THE JESUITS' DESTINATION.

In conversation with the Rector and one of his conferees this morning a representative of the Hongkong Telegraph learnt that the plans of the Jesuit Fathers are already completed as regards their future movements. Their respective destinations will be Cebu in British India and Brazil. The Rev. Fathers Gorgulves, Serafin, Pereira and Nazareth are going to Brazil, and all others including the three Lay Brothers are allotted to Cebu. The two students will proceed to the Jesuit College at Kuraseo—the great centre of learning whence so many ecclesiastical scholars have been produced for the collegiate institutions scattered through the length and breadth of British India. At Cebu the Superior General is the Very Rev. Father Gil Vaz, whose college is known as the High School and to which seminary is attached. In Belgium the Very Rev. Father José Manuel Gorgulves is the Rector in addition to which office he acts also as the Rector of the Military Forces. The staff of the Belgium College is strengthened by the acquisition of an English professor in the person of the Rev. Father Bramley.

There are now eighty-two Jesuits in custody in Lisbon who were able to quit the metropolis quick enough after the promulgation of the Decree. Included in that number are two former Hongkong boys, sons of old Portuguese residents in the Colony—Fathers Gorgulves and Soares. Besides these there are a few Chinese priests from Macao who have been successfully inducted in the Jesuit Order.

CHINESE MEETING IN HONGKONG.

On Saturday evening an important meeting of Chinese Catholics was held at the Chinese Catholic Union. It was attended by over one hundred members and was presided by Chevalier Francisco Tse-yi on the motion of the Chairman, seconded by Mr. Tam Lian, the meeting unanimously adopted a resolution for the despatch of the following telegram:

"GOVERNOR MACAO.

"Chinese Catholics here request Your Excellency ask H.M. Government to allow religious orders stay Macao as they are very useful specially Italian Sisters who educate and support so many Chinese orphans.—Francisco Tse-yi, President Meeting."

The telegram was despatched the same evening.

RUGBY FOOTBALL.

The competition for the Hongkong Rugby Football Cup will, this year, consist of three rounds between the Navy, the Army, and the Hongkong Football Club. The first round will be played off in December, and the second and third rounds will be played sometime during the first three months of next year. The first match in the competition will take place on December 3rd between the Navy and the Hongkong Football Club.

FOOTBALL.

There will be a football match between the Police Recreation Club and the Lusitano Recreation Club on Wednesday, the 23rd inst., at Causeway Bay. Kick-off at 5.15 p.m. sharp. The following will represent the L.R.C.:—Goal: J. O. Ribeiro; Backs: L. G. Cordeiro, J. M. Brito (Capt.); Halves: T. A. Cordeiro, A. H. Hyndman; Forwards: B. A. Hyndman, J. V. Braga, R. A. Carvalho, E. L. Braga, and P. A. Vranovich.

His Majesty the King has been pleased to entrust the seals of the Honorary Department to the Right Honourable Lewis Varon Harcourt, M.P., as one of the Principal Secretaries of State.

GOVERNMENT HOUSE.

OFFICIAL DINNER TO-NIGHT.

There will be an official dinner at Government House to-night, at which the following will be present:—Chiefs of Police: Mr. & Mrs. de Ruyter, Mr. & Mrs. Anderson, Mr. & Mrs. Stabb, Dr. & Mrs. Jordan, Mr. & Mrs. C. E. Ross, Colonel & Mrs. St. John, Colonel & Mrs. Bedford, Dr. & Mrs. Barrington, Mons. Liebert, Dr. Herr Mackwell, Lt.-Col. Sir Joseph & Lady Fayrer, Lt.-Col. & Mrs. Channier, Lt.-Col. Blyard, Commander & Mrs. Acton and Major Hart-Sydney.

The following are unavoidably prevented from being present:—Admiral & Mrs. Dundas, Baroness d'Arenberg, Miss Alsgard, Lt.-Colonel and Madame Bala Dami de Yamata and Graf Zu Dohna, S.M.S. Tamiu.

CHINESE STUDENTS AND OPINION.

AN APPEAL TO BE SENT TO ENGLAND.

We have received the following appeal from Tientsin which, we are informed has gone by the mail to England. It has been signed by many of the students in the Schools of Tientsin.

It is believed that this appeal will be followed by many others from all parts of China. Some will be sent to the British Government, and some to the Hon. Secretary of the Anti-Opium Union, B. Bramhall, 7, Kyland Road, London, England.

We comply with the request to give publicity to the petitioned document, though its publication does not necessarily imply our endorsement of the views and opinions expressed therein.

AN APPEAL FROM CHINA'S STUDENTS TO THE BRITISH NATION.

Tientsin, China, Nov. 7.
For fifty years the Opium Trade has been bringing thousands of pounds of the black curse to China. This poison has brought sorrow, poverty and death to millions of our people. Now our Government and our people fully realise the danger and have made strict laws to overcome this great evil. For three years the battle against the planting of opium has been going on and the world can see that China is thoroughly in earnest because of what she has done. But still the opium continues to come in from abroad and we cannot stop it because of the treaty of fifty years ago. Alas! Alas! How can we save our China? As one Ed or his said, "Our country is burning up and the English are furnishing the fuel."

We are deeply moved as we hear of so many of the English people who are praying and working that this trade may be speedily stopped. We have heard of how many of your people observed October 24th, the 50th anniversary of the ratification of the Treaty of Tientsin, as a day of national humiliation because of this awful trade. So we appeal to you a nation, that you may use every effort within your power to put a stop to this trade before another year passes.

We realise that our Government proposed a ten-year period in which the trade should cease. But at that time we did not know how much could be done in a much shorter time. Now, even in the worst opium growing provinces, the cultivation of the poppy has almost entirely ceased. Still the freight plan comes in from opium. Alas! Is this indeed so? Can you see that we must become discouraged at this losing fight? The Governor of the Canton Province undertook severe measures to protect his people from the black poison from India. For several months the trade was demolished and the opium merchants of Hongkong appealed to the British Minister. It was decided that China had no right to interfere with the trade. The Viceroy has now reneged because he was not able to protect his people. The new Governor General is said to be very favourable to the opium merchants, and will probably not be as energetic as the former Viceroy. The report comes from Hongkong that the opium merchants are buying more opium to sell to China.

China has not the right to save her people from opium. Alas! Is this indeed so? And is it the enlightened Christian nation of England that has taken away this right? If so, we appeal to you to set us free. Whatever you may do in India, wherever you may do in other parts of your Empire, give us the right to preserve our nation from this deadly foe. Must we wait seven years more? We appeal to you to give us the right now in the name of humanity, in the name of righteousness, we ask you to grant us this freedom. If you could only see the thousands to-day who are being ruined by opium in China, I am sure you would say, not another pound will we force China to buy.

We have heard that when your appeal was made to the British Government, the answer was that China had not asked for the answer to be shortened. So we send this appeal that you may know that China wants the right now to stop this opium from abroad, as she is stopping the opium at home. We, the students of China, love our country and want to see our country free from the opium curse. Not in seven years, but before another year is ended. Many letters will come to you. Will you help us?

[We cannot refrain from observing that the very phraseology and tenor of the foregoing "appeal" lead us to the belief that the documents, so inaccurately drawn up as to facts and so hypocritically expressed as to sentiments, has not had its origin with the "students of China" but with the propagandists of missionaries who are doing their level best to thwart the course of a perfectly legitimate trade. The accusation against the British Indian merchants of Hongkong is as malicious as it is false. If the students—the instruments of the propagandists in China of Alexander, Taylor, Meyer and Johnson—will only ascertain facts before committing themselves to print, they will learn that, instead of the "opium merchants buying more opium to sell to China," the Anglo-Chinese Opium Agreement provides for a yearly reduction of the quantity that is allowed to be imported into China. We would advise our friends, the students of China, to concentrate their minds and energy in their studies rather than travel into a province of international politics particularly the sphere of China's Students to be engaged in.—Ed. H.K.T.]

THE JAPANESE IN MANCHURIA.

Some time in October, says the *Manchuria Daily News*, the Chinese police at Ito, about twenty miles south from Tientsin, closed up the coal mine there forcibly under peremptory orders from the road of Foreign Intercommence at Mukden, and further prohibited the removal of the coal on the surface, which belongs to a Japanese firm in Mukden. The reason given for this move is reported to have been that the mine was located in too close proximity to a congested spot. The arbitrary suspension of the working of this mine remains still enforced and it is very likely that this state of things will continue. The Japanese Consul at Tientsin has been advised to place a guard over the surface coal to prevent it being carried away by the Chinese police.

THE BOWLING CASE.

At the Criminal Sessions, this morning, before Sir Francis Figgitt, Chief Justice, John William Hay, an American bluejockey, was again charged with the manslaughter of a Japanese child at Bowling Green on the 16th September last. The facts of the accident are well-known and were fully published in our last issue.

Hon. Mr. Reed Davies, K.C., Attorney-General (instructed by Mr. L. Denry, from the Crown Solicitor's office) prosecuted. Mr. Eldon Potter (instructed by Mr. Leo D'Almeida) appeared for the defence.

The jury was as follows:—Messrs. J. L. Wilson (foreman), E. M. Bishop, N. M. Eux, E. J. Figueiredo, O. L. Arculli, O. L. Ellis and A. F. Eyle.

The mother of the child said that she identified the body of the child and that the Government Civil Forensic on the day after the tragedy. On the day in question she was in the bath-room having a bath. Her husband went out of the bath-room carrying the child in his arms. She banded the baby to him and he went out to the sleeping room. While she was having a bath she heard her husband calling out and she heard somebody rolling down the stairs. When she came out of the bath-room she discovered that her husband was lying on the floor, having been pushed down by the defendant.

The Inspector of the Police, who did not observe the child on the stairs after the boy's fall, was asked to produce the white-washed wall of the staircase. He examined the stairs from the bottom to the top. The chair was preferred by the amah on the following day. There was a mark on the staircase other than could have been made by a damp towel.

Mr. Potter: Did you examine the stain by the aid of a lamp?
Inspector Kair: I examined it by the light of a match.

Mr. White gave evidence regarding the structure of the staircase.
The father of the child was re-called and gave further evidence.

Mr. Eldon Potter held that there was no case, it was essential for the Crown to prove that an unlawful act had been committed by the prisoner in the killing, the house, at all, and this they had failed to do. Also it was an important factor that the staircase showed no signs of turning and that Sergeant Grant said in evidence that two adult people came down the stairs on the occasion in question. The weight of evidence was undoubtedly in favour of the accused.

The prisoner then entered the witness-box and gave evidence on his own behalf. He deposed that he was a gunner's mate in the American Navy and was 24 years of age. He had been in the Navy for about five years. On 25th September last he came ashore with some of the crew of the ship's company at 10 o'clock. There were no alcoholic drinks allowed to be served on board an American man-of-war.

Mr. Eldon Potter: Have you got full marks for sobriety in the American Navy?
Witness: Yes.

In reply to the Attorney-General, accused said he could not remember being at No. 29 Bowring Road.

The Attorney-General: What is the last thing you remember?
Accused: The last time I remember anything was when I was arrested.

The Attorney-General: When you awakened up where were you?
Accused: When I awakened up I was in the hands of the Police and was quite sober. I had met several other shipmates ashore.

Witness further admitted that on the day in question he had drunk about fifteen bottles of beer as well as a quantity of whisky.

Mr. Eldon Potter contended that this was a case of involuntary manslaughter.

The Chief Justice: Is it involuntary homicide?

Mr. Eldon Potter contended that was what the indictment amounted to.

NOTES BY THE WAY.

THE WEATHER.

This has been a cold week and no mistake about it. The best time of the year has been heralded in right, orthodox fashion and we can now settle down to invigorating pastimes and exhilarating exercises, free from the maddening influence of the summer heat. The only pity is that in Hongkong there is neither snow nor frost to impress upon us some of the real joys of winter but an enterprising guffin did not let this mere detail come in his way and wrote home a letter in which he expatiated at some length on the beauty of snowflakes falling among trees as viewed from the Peak tram. Of course, it is in most cases quite safe to stretch a point or two in these matters as far as the folks at home are concerned but if by any chance an old China hand comes across the startling discoveries made by our imaginative correspondent—well, well, it is difficult to foresee what the probable result will be.

THE INTERIOR SHOOT.

Shanghai seems to adhere with bull-dog tenacity to its decision that it must year in and year out be installed in full glory in the matter of the Interior Shooting Match. Hongkong again lured badly on account of unfavourable weather but Singapore with great wisdom postponed its match for the same cause. At any rate the Hongkong team can console itself with the fact that it has improved upon its previous performance. "Better luck next time!"

ADVICE TO GIRLS.

There was some sound advice given by Lady Lugard to the pupils of the Diocesan Girls' School the other day. Apparently, her Ladyship's capabilities as a hostess are not exceeded by her powers as a public speaker. It is this art of putting oneself entirely on one side and throwing oneself heart and soul into one's environment that no one invests a person with a personality as his own and it is to be hoped that the girls to whom the words were addressed have taken the well-meant advice to heart.

A PECULIAR DECISION.

Rajah Brooke of Sarawak has decided to impose a penalty of fifty dollars a acre for each acre of rubber tree plantations sold or transferred to a white man. The notification appears in a Government Gazette issued for the purpose. The object of the Government, it is stated, is to develop the cultivation of the land for the inhabitants in order that they may have the profits, and benefit in the possession of such gardens as an inheritance or penance to their descendants—and this object would not be achieved or realised unless the plantations were protected and strictly prohibited from falling into the hands of the sicker and more speculative class of the white races. It is also stated that the order is issued with the object of proving on a future day when the Chinese and Japanese value may be reduced to what is planted by the native races, the real workers of the soil, without the extraneous and surrounding influences connected with companies floated by promoters and supported by shareholders. This tender solicitude on the part of Rajah Brooke for his subjects is well worthy of emulation. The only pity is that his action has raised a storm of protest among the European community, who contend that the policy pursued by the Rajah is not very loyal to the white man's interests. One of the aggrieved parties actually went to the length of declaring that Sarawak is a country where the Rajah makes a law in a day and secures to pay cash for himself!

MONOPOLISED CARROTS.

Journalistic liberties evidently differ in Japan from those prevailing here. Fancy this appearing in a Hongkong newspaper—"In the name of the Emperor—Sgt. 1st class the Oriental fruit-seller as he carries his load through the crowded Eastern streets. In the name of the Japanese Monopoly Bureau—carrot!" We may expect to hear that any time, remarks the *Japan Chronicle*. We read that in the office of the Governor-General of Korea there has been established a monopoly bureau "to take charge of the monopolised carrots." What these ineffective vegetables have done to be monopolised we do not know; a fear has been expressed that the authorities were about to establish a salt and tobacco monopoly as well, but according to the declaration of a certain authority concerned, there is no intention in official circles to effect the "monopolisation of any works other than the carrots." What all this monopolisation of the humble and harmless carrot is expected or intended to effect we have not the remotest idea. Perhaps some friendly astrologer will be able to enlighten us on the matter.

THE GLORIES OF BACHELORDOM.

The following Ministerial effusion is not intended as a reflection on the young men of Hongkong. "The speaker was the Rev. Dr. H. Phillips when addressing the seventh Church of Ireland Conference at Belfast, and the address was evidently given in a moment of inspiration. The Rev. Doctor was surprised at the strange reluctance of their young people to get married. What had come over their young men that they preferred patent leather boots and spats, and a fortnight's swelling about at a watering-place, and a game of billiards every evening at the club to the delights of family life? The wages or salaries of these young men would not allow both the fine clothes and the wife, so they went in for the fine clothes and let the girls pine their lives out. Better, he said, the love of a sweet and pure wife than all the silk socks and gaudy waltzes in the world. Let them come back to the simple life. He asked them for God's sake to pitch away their tobacco, their annual outing, their fine clothes, their club, and anything else that made an idol out of their income and prevented them from holy marriage. (Loud cheers.) It is not stated whether there were any young men present who cheered.

REDUCTION (?) OF WHISKY.

Scotch distillers have decided to make reductions in prices for the new season's grain whiskies. The production is to be further curtailed. Last year the Scotch output was reduced by five million gallons. Hongkong residents need experience no tribulation as to their supply of "mountain dew" being cut off, for in spite of the additional duty placed on the beverage there are no signs of local supplies diminishing. It is only the poor Oldman who suffers. When the soothing drop loved by the native hard worker in his leisurely moments is scarce, I wonder whether he will turn to good old whisky for consolation?

CASUAL CRITIC.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate-General to-day—
Manila, November 25th, 10.30 a.m.
Oyclone or Typhoon Pacific Ocean about halfway between the Carolines and the Philippines moving W. or W.N.W.

THE QINSENG CASE.

EVIDENCE AT THE MAGISTRACY.

19th Inst.
Wong Tim was charged before Mr. J. R. Wood, Second Police Magistrate, this morning in connection with the ginseng robbery on the 4th inst. Mr. W. Slade, K.C., prosecutor, and Mr. W. E. L. Shenton, of Messrs. Deacon, Loocher and Deacon, was for the defence. Shul Gid, godown keeper of the Yuen Fat Hong, said he was in charge of godown 5 in Ki King Lane. The godown contained American ginseng on the 4th inst. The stuff was packed in wooden tubs. He slept in the godown and was never disturbed on that night. He woke up between 7 and 8 a.m. He then inspected the doors of the godown and found the main door broken in No. 3 godown. He then went into the godown and examined the goods and found four tubs of ginseng missing. He reported the matter to the head coolie.

Hau Hang, a detective in the Police Force, said he saw the defendant at 2 a.m. on the 4th inst. and accompanied him and the shop coolie to the Hotel Chiao. Witness asked him to go with him, and then arrested defendant on the 3rd floor of the hotel. Witness said he was a detective and asked defendant what were the contents of the box and two baskets in room 7. Defendant said that he was told to carry it upstairs. A packing needle was found upon the person of the defendant. He was asked if he could explain his possession of the articles upstairs and the answer was "No." Mr. Shenton—Where was the needle?—In defendant's pocket.

Sitting out of his pocket?—Yes, I saw a portion of it sitting out.
When you saw defendant at the shop in No. 173 he was packing things there?—No.
What was he doing?—He was sitting down, together with five others.
What business was he shop carrying on?—I saw pills, ginseng and deer's horn.
They are known as Californian dealers?—Yes.

And such shops do a certain amount of packing?—I don't know.
How many years' experience have you had in Hongkong?—Over 20 years.

Did not the defendant tell you that he did not know what the man's name was?—He said "I do not know what his name is."

Choi Chai, superintendent of the godown, said the godown keeper made a report, to him on the 5th inst. He went once to the godown to see and the matter was at once reported to the Police. Four tubs full of ginseng were stolen. About 150 catties were contained in each tub. It was American ginseng and was all of the same quality. The value was about \$2,000 a picul.

Ginseng is sold by a number of firms besides your firm?—We sell them out to other dealers. There must be a large quantity in the Colony besides that in your godown?—I don't know about others.

There are other people importing American ginseng into the Colony also?—I don't know. Have you seen ginseng of similar quality to this in other places?—I have seen only our own godown.

Choi Kwai To, accountant of the Hotel Chiao, said defendant came to the hotel on the 5th inst. at 10 a.m. and was accompanied by two coolies carrying a box and two baskets.

Did you have any conversation with the defendant?—He said he was not staying there but another man.

Did you see these things brought into the hotel?—Yes, they were brought in at 10 o'clock followed by a man in a long coat.

Did you know at the time that defendant was living at 270, Des Voeux Road?—No.
Did you change surnames with the defendant?—I did not, because he was not the man that was going to stay.

For all you know he may have gone upstairs or gone out immediately when the long coat man came in?—Yes.
Mr. Slade—Where do you sit in the hotel?—Behind the counter.

Did you see the defendant actually come in from the main door?—Yes.
Witness continued—The first time I noticed the long-coated man was when defendant pointed him out to me and said he has come.

Other witnesses were called and the case for the prosecution closed.

After both sides had addressed the Court his Worship adjourned the case till Monday, when he will intimate whether the case is to continue or not.

CHINA ON VERGE OF CRISIS.

SENTIMENTAL STATEMENT BY PROFESSOR ROSS.

Professor E. A. Ross, Professor of Sociology at the University of Wisconsin, who has been making extended journeys through China during the past six months, studying sociological conditions, states China is on the verge of a crisis, and the next few months would show whether there would be a great uprising, perhaps with much bloodshed, or a peaceful revolution.

Professor Ross says there is a strong movement for reform, and the younger element seeking the change is waiting to see what the Prince Regent will do. The reformers consider the attitude of Peking more or less a sham to impress the powers, and there is a disposition to look upon the Manchu officials as obstacles in the way of the eagerly sought reforms. It is probable that Yuan Shih-kai will return to Peking, and this would be the means of preventing a rising if the reformers are satisfied that in his hands China would go forward.

Another correspondent writes—"It is my opinion that a great revolution is inevitable in China, to come sooner or later with such force as to obliterate the Western world. Anti-Manchism is a life. Most of the Chinese officials are anti-Manchu, most of the officers of the military are anti-Manchu and if the rank-and-file are too ignorant to know just what they are, they would to a man be willing to join forces and fight for the party who pays most. The men in the army of China who would turn traitor against the Government, were a revolutionary anti-Manchu movement set properly going, are legion. In Boxerism and anti-Manchism China has a menace from which only a great upheaval will rid her."

STEAM TENDER "STANLEY."

COPPER TUBES ZINC SHEATHING.

A test has just been instituted by the Harbour authorities into the comparative merits of copper and zinc as materials for sheathing the bottoms of Government Colonial vessels. When the steam-tender *Stanley* was docked at Kowloon the other day for her annual overhaul, eight copper plates in the hull of the vessel were taken out and zinc put in their place. The object of the substitution is to ascertain which of the two materials will stand wear better in the waters of the Colony. It is found that the zinc plates will have as good a "life" as copper, they will in all probability be used in future for sheathing the bottoms of all Colonial Government vessels and launches in the harbour. In point of cost they are a recommendation in their favour as against copper; this metal being used.

PLAGUE MEETING IN THE EWO GODOWN.

SCENES OF DISORDER.

We reproduce the following from the N. C. D. News.

The meeting of Chinese in the Ewo Godown, which was convened for the purpose of explaining the anti-Plague measures to the Chinese in the infected district, failed in its purpose, and ended in disorder and tumult.

The Ewo Godown, a spacious building, the ground floor of which had been provided with rows of chairs for the occasion, is in North Soochow Road, between Kanuh and Chekling Roads, and faces the Creek. Long before the hour appointed for the meeting, crowds of Chinese had assembled along the Creek frontage, on Chekling Road Bridge, and in other adjacent thoroughfares. At the special wish of the prominent Chinese gentry who had promised to be present, no armed police were on duty, though a considerable force of foreign Sikh and Chinese police had been detached from West Hongkong station to preserve order and direct traffic.

Only well dressed and respectable Chinese were admitted to the first instance. Most of the Chinese gentry, and Mr. J. B. Mackinnon, who was to interpret the Health Officer's speech, arrived early. Among those who occupied the platform and the front benches, were Messrs. Shen Tun-ho, Yu Ya-ching, the Comptroller of the Hongkong Bank, Jardine, Matheson & Co. and Burkill and Co. the leading members of the local Gilds, all the editors of the local Chinese Press, and several other prominent members of the native community. When the Chinese G.D. Bunc, arrived about 2.30 p.m., it was found that the Chinese who were able to make their way into the building, the doors of which were closed immediately afterwards to prevent the crowding in of any more Chinese. Dr. Moore the Acting Health Officer, was admitted a minute or two later.

Mr. Shen Tun-ho began the meeting with a short preliminary speech, in which he said that he Health Officer would proceed forthwith to explain the reasons for the Council's action in respect of Plague prevention, and the methods which would be pursued. He was greeted at first with loud applause, especially in that portion of his speech where he affirmed his personality as one of the principal Ningpo residents, and declared that he himself would arrange for the construction of a Chinese Isolation Hospital outside the Settlement. When Mr. Shen touched upon the Plague prevention measures, and referred to the summary of the proposed speech by the Health Officer, which was the principal object of the meeting, violent protests were raised. Certain of the discontented residents in the infected neighbourhood pressed forward and declaimed in the wildest excitement, which was communicated like wildfire to the rest of the audience. By this time continuous rushes on the police guarding the door had resulted in a number of the mob entering the godown, and a cry of "Strike the two leaders!" was raised. The summary of Dr. Moore's speech were torn up, either trampled upon or thrown upon the platform.

A CURIOUS SPECTACLE.

Outside a mob several thousand strong occupied the entire length of the North Soochow Road from Kanuh Road to the Chekling Road Bridge. I was one of the first to see the way towards the iron door of this godown, now fast closed, bolted within. Some Chinese succeeded in clambering on to the window-sills, and, clinging to the iron bars, were able to see what was going on inside, and help to swell the tumult. In some cases crowds were gathered round steam-rollers who were evidently rousing the general discontent by their hostile haranguing. The Foreign, Sikh and Chinese Police struggled manfully to keep a semi circle around the main entrance clear, but again and again were compelled to give way by the sheer weight of the assembling crowd. If those without the building desired to enter, many of those who appeared to desire to get in, for at intervals the door was thrown open and a regular stampede took place at those times. Before the police could close the door again their corridor was repeatedly broken and swarms of ruffians forced their way into the building. To see anything of the attempted mass address to the assembled Chinese was impossible. The audience, so densely packed that it was impossible to force one's way through it, were standing on the arms and backs of the benches waving their arms, shrieking at the top of their voices, and constantly raising loud and angry cries which were heard and taken up by the mob waiting outside. Attempts were made to break up the benches and when Dr. C. N. Davis, the Assistant Health Officer, entered, matters assumed a very ugly look. Dr. Davis was pulled down by the excited crowd just as he had reached and as about to mount the platform. The crowd of Chinese for the general break-up of the meeting.

One of the leading Chinese gentry wrote on his blackboard a notice to the effect that the meeting was postponed and suggested another at a later date, in the Town Hall. Yelling wildly the Chinese stampeded out of the godown, and their reappearance in the street was the signal for more hostile demonstrations outside. The police on duty escorted Mr. Landale, Dr. Moore, and Dr. Davis to their respective vehicles.

BREAKING UP THE MOB.

News of the hostile attitude of the crowd was conveyed to the Central Police Station soon after the meeting opened, and a few minutes after it had broken up about thirty Foreign constables, none of whom carried any more deadly arms than their batons, arrived on the scene. They were, marched almost to the Chekling Road Bridge and then, under the Captain Superintendent's personal directions formed up abreast right across the road and began to drive the mob westward. Chinese, whether standing on the sidewalk, or sitting on the bund rails were forced to move on, and though at first the crowd offered little opposition, before it had been driven back Kanuh Road, the police had had to meet several ugly ruffians and exert all their strength to hold their own. It should be mentioned here that a small detachment of police under Mr. Springfield was posted close to the Chekling Road Bridge to prevent the mob there from following the other police in their westward drive. Slowly but surely the latter drove the crowd back, amid a wild uproar. Shouts of "Tan" "tan" (strike) strike) were heard on all sides, and many of the Chinese in the front, aided by the pressure of the crowd behind, forcibly resisted the Police. Before Kanuh Road was reached batons had to be drawn and freely used. A new danger arose at the corner of this road, where there was a heap of broken granite, ready for road repairs. Many of the crowd jumped on to the heap, seized fragments of stone and began to hurl them at the police. A desperate charge was necessary to dislodge these men from their point of vantage, and at this stage the disturbance appeared about to become extremely serious. Every constable and officer on the scene had to use his hands and feet to the utmost to press back the angry crowd. At Kanuh Road the available force of police was

divided, one body following the mob along North Soochow Road while the other pressed back that portion of the crowd that had turned off up Kanuh Road itself. This section of the mob proved most obstinate, but it was eventually dispersed when some fire hose was brought up, coupled on to a convenient hydrant, and directed upon the rioters. The latter bolted at once, and gave no further trouble. Breaking up the mob by driving it westward was a bold manoeuvre. Fortunately it was successful, but there were times when the issue trembled in the balance.

A few minutes later an armed guard of Sikh Constables arrived from the Central Station, and a small force of Europeans and Sikhs with bayonets fixed, marched up via Thibet Road, bridge, from Siert station. Lonza also sent a further detachment.

About this time a messenger was dispatched to the S.V.O. headquarters in the Police motor car to ask the Commandant to call out a company of the Volunteers. On the arrival at headquarters he found that news of the disturbance had preceded him, that "A" and "B" Companies were already on their way to Amoy Road, and that the German and Engineer Companies were being mobilized for duty at the Garden Bridge. About 4 p.m. a Maxim gun arrived at Chekling Road Bridge, and was posted at the North approach. "B" Company came up a few minutes later, and the police reinforcements from other stations were then withdrawn. Shortly before this time Motor Fire Kite, fully manned, arrived on the scene, but finding that there was no immediate call for their services the firemen returned to the station.

THE VOLUNTEERS.

The call for the volunteers met with an immediate response and just before four o'clock two Maxim guns were run along the Bund to the far side of the Garden Bridge where they took up a position facing Broadway. The German Company and the Engineer Company also assembled on this side of the bridge, and a patrol of the latter Company was sent down Broadway as far as Doot Road to see that this thoroughfare was kept open. The Artillery had in the meantime assembled at the gunshed and prepared for a call, while a third Maxim was brought up to Garden Bridge and the Light Horse rode up from the Race Club where the squadron had assembled and the mounted section of "A" Company went to the gunshed to act as an escort to the Artillery. The other Companies of the Corps were called out and they immediately took up positions in Hongkong and patrolled the roads which were mainly crowded with Chinese.

One Maxim gun was dispatched to Chekling Road Bridge and later all the volunteers stationed on the Garden Bridge were sent off on patrol duty.

The Artillery left in at the Gunshed between 3.30 and 4 p.m. and harassed up. At 4.15 they moved off, escorted by the mounted section of "A" Co., traversed The Bund, Seward, Minghong, Woonung, and Haining Roads to Chekling Road Bridge, where a short halt was made; after which they proceeded to the Gunshed.

The crowds on North Soochow Road between North Horan Road and Chekling Road were again very dense shortly before six o'clock and a foreigner who tried to get through to Chekling Road Bridge about that time tarred back when he came face to face with a big crowd of Chinese, many of whom held him in his arms and bamboo poles.

ORDER RESTORED.

The Volunteers were dismissed at 8 p.m. Last night everything was quiet again in the region of North Chekling Road. The North Soochow Road was almost deserted and only a few pedestrians were to be seen in the other street except in Kailang Road where a small crowd was listening eagerly to the remarks of some local orator. The entire West Hongkong district was carefully patrolled until a late hour by several officers of the S. M. Police, but everything pointed to quiet and peace for the night.

THE FUTURE OF OIL-CARRYING SHIPPING.

OPENING UP NEW FIELDS.

There is still a certain amount of idle oil carrying shipping. The ordinary freights on today are too low to be remunerative and it is known that during the present year bulk petroleum has been brought from New York to this country for less than 9s. per ton. The only vessels which are making money for independent owners are those running on long time charters. Most of the idle steamers are British-owned, but some are Pacific Coast traders.

It is thought that this industry will be made prosperous by the opening up of a number of new oilfields in different parts of the world. Eight years ago the marine movement of petroleum was confined to three shipping points—New York and Philadelphia for America, Batoum and Novorossiysk for Russia, and Balic Pappin for Borneo. Shortly afterwards we added Port Arthur in the Gulf of Mexico, and later still, the oil shipping ports of California. In the next few years there ought to be regular shipments of petroleum from Mexico, and it is quite possible that before we get a large output from the fields of this Republic the new territories of the Black Sea Coast, Maikop, Bagovoschenak, and other districts, will start to send oil to markets west of the Straits of Gibraltar. We may be equally certain (says the *Petroleum World*) that the opening up of the oilfields of the British Colonies will greatly extend the geography of the world of petroleum production and give employment to the tank steamers of this country.

In the better times of a few years hence owners will reap the benefits of international and inter-Colonial competition in the business of transport from the shipping ports to oil fuel and benzene storage installations scattered along the lines of ocean traffic and the many ports near the greatest centres of petroleum consumption. Although no new tank steamers will be wanted for many years, it is unlikely that owners will recognize the advantage of building ocean-going barges of a type which has been found to be so successful by various oil companies, both for the Atlantic and American coastwise trades.

THE QUESTION OF THE QUEUE.

CHINESE ATHLETES FIND IT CUMBERSOME.

The Chinese national athletic meeting at Nanking was not allowed to pass without exciting some interest on the west coast of the Straits of Malacca. On the voyage down from the North the subject came up for discussion among the travelling athletes. The general consensus of opinion was that the queue was a grave handicap, and as a result a number of the competitors cut off their queues before they landed. During the contest the majority of the students tucked their queues into their belts or the tops of their "shorts" but often the queue would slip out and trail behind them in the air. One competitor had the misfortune after clearing the bar in the high jump to dislodge it with his queue. He failed to jump the same height at subsequent attempts and appeared the next day minus the queue.

SPORTING.

SATURDAY'S EVENTS.

1st Inst.
Saturday afternoon witnessed a plethora of sporting events and the fixtures were in every way successful. Football was in full swing for the first time this season and some good games were seen. Kowloon put up a good game against The Buffs, who won by a small margin. The B.O.C., in their second division match played a good combination game and gave the Police all they wanted on Saturday. Should the former team keep up at this rate, they will most probably come off winners in this competition.

Good matches were also seen in the Cricket line and some excellent scores were put. Those worthy of special notice are: Lieut William 73 for the Royal Engineers and Departmental Corps, and W. C. D. Turner, 74 runs in the Hongkong Cricket Club match "Married" vs. "Singles."

The results of Saturday's events are as under—

LEAGUE FOOTBALL.

First Division.

KOWLOON FOOTBALL CLUB vs. BUFFS.

This match was played on the Kowloon side and resulted in a win for the Buffs after a hard-fought game. The match was a fast one and the Kowloonites cut out the work for their opponents. They played a good, all-round game and should put up a fight against the Hongkong men when they meet again. The Buffs won by two goals to nil.

ROYAL ENGINEERS vs. H.K.F.C.

The Villains made a very poor show against the Sappers at Happy Valley on Saturday. The Sappers had things pretty nearly their own way in the second half of play. The first half ended one all but on replay the club's territory seemed to be in danger. Before the conclusion of the game the Engineers added another four goals to their credit, the game thus ending in a win for them by five goals to nil.

LEAGUE TABLE.

	P.	W.	D.	L.	Fin.
Buffs	7	0	1	0	13
R.E.	5	2	2	1	9
R.G.A.	4	2	0	2	8
Naval Yard	4	1	0	5	2
Hongkong	4	0	1	3	1
Kowloon	4	0	1	3	1

SECOND DIVISION.

B.O.C. vs. H.K. POLICE.

This match was played on the Military Ground at 2.30 p.m. on Saturday. The Boys gave a good account of themselves and won easily by six goals to one.

LEAGUE CRICKET.

C.C.C. vs. R.G.A.

The above teams met on the Crailshegger ground and the game resulted in a win for the Crailshegger. The scores and analysis follow—

	P.	W.	D.	L.	Fin.
L. E. Lammer, C. Goodall, b. Bagnall	6	0	0	0	6
R. P. Stojil, b. Bagnall	10	0	0	0	10
R. A. Cavallho, b. Bagnall	10	0	0	0	10
E. L. Bragg, C. Fitzgerald, b. Bagnall	9	0	0	0	9
W. Taylor, b. Bagnall	9	0	0	0	9
V. Bragg, b. Goodall	15	0	0	0	15
J. D. Norrie, and b. Bagnall	4	0	0	0	4
W. H. Vivash, C. Barnett, b. Paris	7	0	0	0	7
L. A. Rose, C. Brannigan, b. Bagnall	4	0	0	0	4
P. Currie, C. Goodall, b. Paris	7	0	0	0	7
H. Rapp, not out	13	0	0	0	13
Extras	13	0	0	0	13
Total	99	0	0	0	99

Bowling Analysis.

	O.	M.	R.	W.
Bagnall	12	1	46	7
Winckworth	5	0	13	0
Garrett	3	0	2	0
Goodall	4	0	9	0
Paris	1	0	5	2

R.G.A.

	O.	M.	R.	W.
Capt. Clapham, C. Lammer, b. J. V. Bragg	60	0	0	0
L. Paris, b. Lammer	10	0	0	0
Capt. Garrett, b. Lammer	10	0	0	0
L. Bagnall, b. Lammer	14	0	0	0
L. Thackess, b. Taylor	10	0	0	0
Gr. Swanton, retired	10	0	0	0
Br. Winckworth, not out	12	0	0	0
Gr. Brannigan, b. Pestoij	8	0	0	0
Gr. Fitzgerald, C. Vivash, b. Bragg	10	0	0	0
Gr. Goodall, b. Bragg	10	0	0	0
Gr. Jones, b. Pestoij	1	0	0	0
Extras	18	0	0	0
Total	144	0	0	0

Bowling Analysis.

	O.	M.	R.	W.
Lammer	10	3	21	3
Pestoij	12.3	1	47	2
Currie	4	0	22	1
Taylor	2	0	6	1
J. Bragg	8	1	10	3

KOWLOON CRICKET CLUB vs. ROYAL ENGINEERS AND DEPTS.

The above match resulted as under—
R.E. AND DEPARTMENTALS.
L. Williams, C. Weller, b. Curwen 73
Capt. McGreggor, C. Brett, b. Curwen 35
Capt. Bell, b. Curwen 23
Rev. Foster Pegg, not out 11
Capt. Addison, b. Curwen 10
S. M. Mathews, C. Bagbury, b. Weaver 9
Corpl. Tavenor, not out 16
Corpl. Campton, Corpl. Davison, Supt. Smith, and Q.M.S. Davies, did not bat 9
Extras 9
Total 177

KOWLOON.

	O.	M.	R.	W.
J. H. Mead, C. Smith, b. Addison	10	0	0	0
F. Sutton, C. and b. Addison	4	0	0	0

THE SHARP STREET AFFAIR.

MURDER CHARGE REDUCED TO MANSLAUGHTER.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, John William Hayes, a gunner's mate on board the U.S.S. *New York*, was indicted on a charge of alleged manslaughter of one Matsuo Yamaoka, a Japanese female infant, on Sharp Street, Bowington, on the 25th September last. Mr. W. R. Ross, D.C., Attorney-General, instructed by Mr. H. L. Denby, J., from the Crown Solicitor's office, prosecuted, and Mr. Eldon Potter, instructed by Mr. Leo d'Almeida, appeared for the defendant.

The jury was as follows:—Messrs. J. L. Wilson (foreman), E. M. Bishop, N. M. Bux, E. J. Figueiredo, O. L. Arculli, O. I. Ellis and A. F. Earle.

The Attorney-General in opening the case for the Crown stated that the prisoner stood charged with manslaughter of a Japanese female infant at about 5 o'clock on the night of the 25th September last. On that evening, fire broke out at No. 2, Bowington Road, which runs at right angles to Sharp Street. The house at No. 2, Sharp Street was the place where the offence took place. At this point, the Attorney-General stated that a plan would be laid before the jury and they proceeded to detail at some length the exact locality occupied by the various houses which would be mentioned in evidence. There were only three houses which the jury would have to bear in mind and on which the whole case turned. Bowington Road and Sharp Street turned one into the other. One of the houses had a roof which was nearly flat, on which anybody could go across to the house in Sharp Street. The first witness would be Sergeant Grant, who would say that he went into Bowington Road and saw a burning kerosene lamp lying outside the house. Considerable noise was proceeding inside the house and the constable saw smoke issuing from the house, P. C. Og and P. C. Watt went up the stairs of No. 2, with a view to putting out the fire. Sergeant Grant shortly afterwards heard a noise and turning round the corner of Sharp Street he saw the defendant, hanging by his hands on to the support of the verandah. As soon as he saw the Sergeant coming, the defendant pulled himself up and disappeared inside the house. The Sergeant then saw the defendant throwing things into the street. The theory of the prosecution was that the defendant went across the flat roof of the house opposite, on which anybody could walk, and thus got into house No. 1. He asked the jury to remember that defendant was a sailor and that he was accustomed to climbing about. The defendant must have changed his mind, for shortly afterwards he got inside No. 2 by means of the verandah, which was common to all the houses. The defendant disappeared inside the house and almost immediately the Sergeant saw a Japanese man rolling down the stairs and on to the street. He saw a lamp at the foot of the stairs and a Japanese child lying beside it with its feet against the foot of the stairs. The defendant was again seen throwing things on to the street, including pieces of wood, chairs and pieces of brick. He was seen to re-enter No. 2, and was caught as he was coming down the stairs of No. 2. The staircase was a narrow, wooden one, very steep and precipitous, and it was very difficult for two people to pass side by side. It turned at right angles into the street. The place was occupied by a Japanese dealer in provisions, his wife, a child and an amah. The couple were bathing the child in the bathroom and after they had finished doing so, the father entered his room and went out into the verandah, carrying his child wrapped up in a bath-towel in his arms. As he entered the room, he saw the defendant come through the big, open window. Immediately he saw the Japanese, he picked up a lighted glass lamp from a table in the room, laid his hands on the man's shoulder, and pointing towards the stairs said "Go!" He then started to push him from gently and followed him to the stairs. On coming to the corner of the stairs, defendant pushed the man and threw the lamp at the wall. The lamp did not hit the man but struck the wall, but both the father and child were affected somewhat by the burns they sustained from the burning oil. When the man got to the bottom of the staircase, the child was not in his arms. Sergeant Grant picked up the child at the foot of the staircase and he died to the father. The child was naked. It must have been naked, because the father said it was wrapped up in a bath towel. The child was taken to Dr. Majima's which was close by, and afterwards to the Government Civil Hospital, where it died shortly after admission. The defendant was throwing things into the street apparently with great deliberation, at the same time shouting out "How's that for a shot?" The doctor would say that the child was brought to hospital in a dazed condition and died at 9 p.m. There were five wounds on the left side of the head, which, the doctor said, might have been caused by broken glass. Death was due to fracture of the skull and indentation of the brain. Although the result of death was due to fracture of the skull, it was necessary that great force should be used to cause the fracture, even in the case of a small child like the deceased. He did not know what defence his friend was going to set up but a great deal had been made at the Police Court of the question of the defendant's probable state of mind at the time of the commission of the offence. The opinion of the Police was that defendant was not drunk at the time and appeared to be quite calm after his arrest. The Attorney-General proceeded to explain the law on the subject, saying that the law rendered a man liable for a crime whether he was drunk or not. There was evidence to show that defendant was drunk at the time but even assuming that he was drunk, drunkenness in itself was no excuse for the commission of the offence and did not exempt him from punishment for the perpetration of the crime. As regarded the question of defendant's state of mind, the jury would have every opportunity of satisfying itself on the point. The charge had been reduced from murder to manslaughter, and the latter differed from the former in this respect, defendant was not involved in what was termed "law malice aforethought," if by deliberately pushing the child down the stairs the child's death was a probable result, then the defendant was guilty of manslaughter, whatever his intentions might have been.

Evidence was called and the case adjourned till to-morrow.

JAPAN'S RAILWAY BUDGET.

It is reported in the *Osaka Mainichi* that the railway budget for the next fiscal year has almost been decided upon and that within a few days it will be confirmed by the Department of Finance. The total revenue is estimated at about ¥9,000,000. Out of this figure, the business revenue is about ¥9,000,000, vessels' revenue ¥1,700,000, hotel revenue ¥3,000,000. The total expenditure is estimated at about ¥8,500,000, of which the following are the chief items:—Business expenditure ¥4,500,000; vessels' expenditure ¥1,450,000; interest on public bonds ¥3,500,000; supplementary expenditure ¥1,500,000; hotel expenditure ¥3,000,000; expenditure for supervising permanent tracks and investing in new routes ¥1,500,000; reserve ¥500,000. Balance, estimated profit, about ¥900,000.

NEWS FROM THE NORTH.

THE QUEEN.

(Specially Translated for the "Hongkong Telegraph")

The Prince Regent is in favour of the immediate abolition of the queue, but Her Majesty the Empress Dowager Yu Lun has expressed a desire that this should not take place until the period of mourning for His late Majesty Kwong Shu has expired. This would entail a delay until next year, but Prince Tao and Hsun are opposed to any delay, whatever. It is thought that if the postponement were made as a mark of respect to the memory of the late Emperor, it would be a good arrangement worthy of the people.

PRINCE CHING'S AMBITION.

Prince Ching has expressed a wish to become the President of the new Cabinet. It will be remembered that Prince Ching declined the post recently and recommended Duke Tai to be the President of the Ministry of Finance, the office. The recommendation has now been approved by the Prince Regent.

LOANS OBJECTED TO.

It is reported by a Peking correspondent that the proposal to raise loans for railway construction has received the approval of the Grand Council, the Ministry of Posts and Communications and the Ministry of Foreign Affairs, but Duke Tai Tze, the President of the Ministry of Finance, largely influenced, it is believed, by H. P. Sheng Hsun Hui, has entered an emphatic protest against the proposals. In the course of an audience with the Prince Regent, the Duke detailed at some length the injury that he believed would be inflicted upon China by the adoption of the policy proposed.

PROVINCIAL ASSEMBLIES AND PARLIAMENT.

The Prince Regent is very much annoyed at the combined suspension of the sessions of the Provincial Assemblies as a protest against the failure to grant an immediate calling of a Parliament, and has instructed Prince Pu Lun to deal with the matter as far as possible according to existing regulations. Prince Pu Lun is instructed to devise regulations that will secure full control in the event of further incidents of the kind.

STUDENTS CHEER THE EMPEROR.

In celebration of the grant of a National Parliament, the students of the schools in Peking decided to assemble at the Tai Ching Gate at noon on the 16th inst. in order to give three cheers for the Emperor. Elaborate arrangements are being made for the successful carrying out of the function and the students have been instructed that they are not to interfere in political affairs.

WOMAN.

The following curious and interesting composition has been sent us by a correspondent. We should like to know who was the ingenious mind that collected these lines by thirty-one different poets, and arranged them so that they make both rhyme and sense.

Authors.

Woman! best partner of our joys and woes! Sand
Blessing and bliss wherever she goes! Cowper
Eager to love, but not less firm to be loved; Byron
O torn to smooth distress and lighter care; Mrs. Barbauld
Profoundly reason; and as justice dear; Savage
Yet suffering, she compels her tears; Crabbe
Men! to bear with wrong, and cheer decay; Mrs. Hemans
And wipe the mourner's bitter tears away; J. Graham
O woman! woman! thou art formed to bless! J. Bird
For woman is all truth and steadfastness; Chaucer
Holy, divine, good, amiable, sweet, and noble; Milton
Each softer, truest virtue there should meet; Johnson
Woman were made to give our eyes delight; Young
So fond and true, so beautiful and bright; Atterton
Ye watchful sprites that made men's eyes care; T. Brown
We are not free because you're more than fair; Elphinstone
Oh man! how sublime!—from Heaven his birth; Elmer
And you of man was made, man of earth; Ruedo
Gave us comfort; April showers to move; Parrell
The important business of your life is love; Lytleton
Here woman reigns; the mother, daughter, wife; Montgomery
he loved and cherished 'idol of his life; Prentice
There is something in their pearls, which purges speech; Story
There is a charm, no vulgar mind can reach; W. Allston
Rosebud set with a little willful thorn; Tennyson
Still shall your charms my fondest thoughts adorn; Hillhouse
Said by birth, and built by hand divine; Dryden
Pure and unspotted; the emine; Devenant
Her worth, her warmth of heart; Her friendship say; Scott
All my fortunes at thy foot; Shakespeare

THE U.S. NAVY.

MARROW ESCAPE FROM DEATH OF A GUN'S CREW.

Aboard battleship *Georgia*, via wireless to Portsmouth, Va., September 23rd:—Fourteen men in the forward starboard turret of the battleship *Georgia* to-day narrowly escaped death when the muzzles of the 12-inch rifles, being fired in battle practice, burst. The men were stunned and hurled to the floor of the turret by the concussion, but were saved from the flying metal of the barrels by the shield of the turret itself. Though they lay stunned on the floor while the wind drove the flames of the burning powder into the steel enclosure, they were rescued by their comrades on shipboard before they were overcome by the poisonous gases. None were severely hurt. The gun barrels were shattered by the explosion and were torn and twisted, but the breech blocks remained intact, preventing the force of the explosion being directed into the turret. The gunners showed great coolness after the accident. As soon as they had recovered from the shock of the accident they volunteered to fire the other big guns of the ship. The 12-inch guns of the *Georgia*, it is reported, are old. The battleship had been recently equipped. An investigation into the cause of the accident will be undertaken by the ship's officers.

THE SPITTING NUISANCE.

EDUCATING THE CHINESE.

22nd inst.

The movement for educating the Chinese populace as regards the danger of spitting in public places is being revived in Hongkong, by intelligent methods, we are glad to observe, not calculated to estrange the good feelings of the lower class of the natives. On the trunk of trees along the public roads in the upper levels, near the chair stands, are nailed little red boards on which are written in Chinese characters the hygienic injunctions against indiscriminate spitting on the public roadways. Even the chair bearers, for whose special benefit the notices have been posted up, take an intelligent appreciation of the sanitary instructions. While engaging a chair this morning, a member of the staff of the "Hongkong Telegraph" happened to be attracted by a board for the first time. On questioning the chair bearer on the board, he was surprised to find on being informed that it was an anti-spitting notice. We wish to commend the action of the authorities for the wisdom of affixing in so conspicuous a manner the notices that are received with so much good grace and which cannot fail of their desired good effect.

LONDON TO HONGKONG IN LESS THAN A FORTNIGHT.

East and West are rapidly drawing nearer, and already it is possible (if there is no loss of time on the way or in making connection with steamers) to travel from London to Hongkong in 18 days.

"Engineering" says that developments are being made, which, when complete, will allow the journey to be made in 14 days, or even less. Progress is being made with the Canton-Kowloon Railway, and also with the Canton-Hankow Railway, which are stages in the line connecting Hongkong-Kowloon is on the mainland, opposite Hongkong, with Peking. A direct branch from the Trans-Siberian Railway to Peking would complete the connection and make the journey between London and Hongkong possible in the time mentioned. In the latest report of the acting British Consul at Canton we are informed that construction of the Canton-Kowloon Railway, which is being built according to the standard of first-class European lines, has been proceeding steadily for some time, with the result that the first 33 miles is now ready for traffic. The line, when completed to junction with the British section at Samshui, will, in 1912, be 83 miles long, including ten miles of stations and eleven miles. There have been considerable engineering difficulties to be overcome in the construction of this line, and a very large amount of bridgework. In the second district, from mile 31 to mile 50, there is a total girder opening of 3,700 ft. The main bridge over the East River at Shek-lung is proceeding satisfactorily, the foundations being nearly completed, and the delivery and erection of steel work for the large spans have commenced. The British section of the railway, which is rapidly approaching completion, and it is expected to form the through connection to Hongkong in June or July, 1911.

On the Canton-Hankow Railway progress is being made, and trains and traffic are now running to Wong-sha, a market town on the North River, 55 miles by rail from Canton. Goods are being carried, and a branch line has been built to Ying-tai, 10 miles from Canton, and about one-third of the whole distance to the boundary of the province. Ying-tai is a district city of some importance, and the opening of the station there will have the effect of bringing places up the river three days nearer Canton. Construction is also proceeding, though less energetically, on the next 30 or 40 miles, so that ultimately Hankow will be reached. As that town is situated on the great river Yangtze, the railway will be the means of opening up a large amount of territory to foreign trade. At present no fast trains are run, but a speed of 40 to 45 miles is attained in places by the local trains. The Company during the last Chinese year, 1909-10, carried 1,459,466 passengers, and received in passenger fares and freight \$5,797, an average of \$450 per month, but the Chinese are now looking to take advantage of any arrangements which are made for improved facilities in travelling or carrying goods.

O. S. BUSINESSMEN IN CHINA.

It is a sign of much significance that a company of thirty-eight American business men from the Coast are now touring China, and have intentions of visiting twenty-five Chinese cities.

We still think of China as the "immutably empire." In our minds it is like nothing so much as one of those great vases of Chinese porcelain; a hard, impenetrable surface, beneath which we see the fantastic pictures of a life that we do not understand and a great brittle bulk, standing defiantly on the shelf of time, a thing which awakes the first touch to smash it to fragments and possibly to shed over the world its potent and unknown contents.

But China is not this. She has withstood the blows that were expected to shatter her. They have only given her the crude outline of a new form. Nor is China any longer impenetrable. Here are a lot of busy Americans touring, through the accessible portions of the empire as freely as they would through their own country.

It was a good deal to achieve, ten or even five years ago, to see the half dozen leading cities of China. Now, on a flying, business reconnaissance, this party is running through twenty-five cities. Such a trip can now be accomplished within a reasonable time and without excess of discomfort. Outside of excellent hotels at such places as Peking, Hongkong, Shanghai and Canton, Chinese accommodations have been of the kind that one reads of in "Thousand and One Nights," picturesque but unspeakable for a party to put up without too much hardship in numerous cities in China. The extension of railroad lines has within the past few years made the itinerary for such a trip as this one much shorter, a matter of weeks where months were lately required. Other railroad building will soon still further obviate the slow going, but characterized by time Chinese travel. Conditions of order and security within the empire now make the business men's trip safe as well as feasible.

But no single stroke of innovation can make or break China. There remain many things to be accomplished, little by little. One distinct advance, in a commercial way, would be scored if the leading Chinese merchants of Shanghai or Canton could get together and take just such a trip to America as our business men are now taking in China. Unfortunately the sensitive Chinese character is offended by the restrictions imposed by our exclusion law. It is doubtful whether leading Chinese bankers and merchants would apply for the necessary papers of admittance to the United States. The recent example set by the Chinese merchant in coming here may serve to smooth over some of the aversion to visits to this country.—*New York Sun.*

THE SOLOMON FUND.

The Hon. Treasurer gratefully acknowledges the following donations to the above fund, which has now been closed:—

N. J. Stubb, Esq.	25
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Mrs. Jordan	5
Anonymous	5
P. D.	2
Previously Acknowledged	121
George Hastings	10
Total	554

FORMOSAN WILD MEN AT THE ZOO.

CURRENT DUN PREVENTS A HUMAN SACRIFICE.

Under these headings the London *Daily Chronicle* publishes the following:—
Mr. Limie Kiraly gave a treat to some of his Oriental subjects at the White City yesterday, and a number of them were driven in three great brackets, the "Zoo," and afterwards wrestled. They included the Japanese wrestlers, the Hairy Ainus, and the Formosan savages.

The tall, wrestling men of Japan, some of whom looked remarkably like animated bronze Buddhas, wore their ordinary native costume of loose Japanese gowns reaching their feet, on which some of them had wooden "pattens," or clogs, instead of shoes. But the Hairy Ainus had compromised between the fashions of Western civilisation and the Oriental simplicity of a primitive race.

The effect was remarkable. It is not, for instance, usual for an embroidered half-hut to be worn with a head-dress. And down Regent Street or the Strand it gives Londoners rather a shock to meet a little old dwarf with white hair falling to his waist, in an American billycock and a patchwork tablecloth, with a "Sally Gamp" in his hand.

There were several of these Rip Van Winkles of the East, and they were accompanied by women with tattooed moustaches, by mid-die-aged Ainus in European dress (which made them curiously like Italian poets, or French impressionist painters too poor to have their hair cut), and by little black-headed dolls with moving eyes and pattering feet, and squeaky little voices.

But the most remarkable members of the party were the Formosan savages. They walked bare-footed, and on their brown limbs they wore half a pair of trousers—the front half being coloured, and glittering with beads, but leaving the back part of their legs open to the air. The upper part of their bodies was clothed in jackets of the zouave style, and in the shortest of kilts, and wherever there was room they had sewed on beads, medals, and hundreds of little silver bells, which tinkled at every movement.

RELICS OF VICTIMS.

Round their black coiled hair they wore circular head dresses of coloured beads, and the teeth of men and animals.

One man, a most ferocious fellow, had upon his mainly chest a badge of "Votes for Women." These Formosans are head hunters, and in Formosa fame is reckoned by the number of a man's collection of human heads. The chief, who was present yesterday in the party, has accounted for eighty-seven heads among his trophies. His blacked skull girt at him, he showed the front door of his hut in Formosa, but he has a strand of hair from each victim attached as a mop at the end of the scabbard of his sword.

HUNGRY HEAD HUNTERS.

Each of these warriors carried these relics of his yesterday, a similar ornament to the one he wore, and one of them had fewer than fifty locks of human hair. It was pleasant to see how they played with these relics in an absent-minded way as they moved their swords on their knees. It seemed to give them a kind of homely feeling.

A terrible incident was only averted by the heroism of a photographer—moderated by discretion—and the diplomacy of some journalists. The Formosans, it seems, have a great hatred of what they call in their simple way "the devil picture machine." Recently at the White City they fell upon a photographer, and smashed a thirty-guinea camera, and demanded his head from the hands of Mr. Kiraly. Baulked of their human sacrifice, they saved themselves by another photographer, should be put through.

This story being told to the gentleman who attended them yesterday for photographic purposes, he became very pale, and hurriedly hid his camera under a great coat. His courage was indeed, severely tested when the Formosan chief looked at him repeatedly with a peculiar smile, showed his row of ebony teeth, and made a strange gesture under the chin from ear to ear.

At the Zoological Gardens the photographer took cover behind the monkey-house and other buildings but he would have been done to death without a doubt had it not been for the sagacity of his journalistic friends. It was discovered (through the interpreter) that the Formosans were very hungry having gone many hours without food. Instantly a deputation of Press men approached the chief, and through the interpreter asked, asked which he would rather have—the head of the photographer or a carrot bun.

With some reluctance, but assailed by the pangs of hunger, the chief chose the carrot bun, and the rest of the tribe agreed to do likewise. So remarkable was the effect of a very hearty meal of buns that afterwards they blantly smiled upon the photographer, posed for many pictures, and asked for copies to be sent to their address.

Considerable excitement was caused at the "Zoo" by the savages and their friends. The Formosans and the Hairy Ainus were hugely delighted by all the animals. They stood their belief that the Polar bear was an English tiger, "the biggest in the world," they thought. They laughed with childish joy at the monkeys, in whom they recognised old friends, and spoke to them in what seemed the monkey language.

Curiously enough, the animals they like best were the small deer. They licked their lips in front of these innocent creatures, and rolled their eyes in ecstasy. Nothing would induce them to ride on an elephant. "God will be angry with us," they said.

Their only regret was that they could not display their skill in such a mighty hunting field. Afterwards they were taken through London on their way back to the White City, and were immensely impressed by the greatness of the buildings and by the number of people. "But where are the children?" they asked.

THE GAGE STREET CASE.

21st inst.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon the case was continued in which Miss Fazel Lyna is charged by Miss Doris Marlowe with alleged larceny of three diamonds, valued at \$3,000, the property of the complainant. Mr. Burton, from the firm of Messrs. Bratton and Hunt, appeared for the complainant and Mr. W. L. Shenton, of Messrs. Deacon, Lockyer and Deacon, was for the defence.

Mr. Frank Browne, Government Analyst, was called and spoke to examining certain rings which were received by him at 3.15 p.m. on the 21st October. A little sulphate of zinc was found on one of the rings.

Chang Hing stated he was the house keeper of No. 2 Gage Street. He remembered the morning of the 26th October, when his mistress sent him to bolt the shutters of her room, which he did. After that he went to bed. At 1.45 p.m. he received instructions from the wash-house to go and knock at his mistress' door. When he went up stairs, defendant came out of the room and said "Missus sleep, you can see." After that she went back to her own room. Witness closed the door of his mistress' room and went downstairs. He remembered taking a letter to the Police. He informed the Police on the same evening about seeing defendant coming out of the room.

Mr. Shenton—Do you always bolt the windows when your mistress goes to bed?—Yes. Even in the summer time?—Yes.

How long have you worked there?—From the 20th of the Chinese year.

Was your mistress there then?—Yes.

Do all the other misses bolt their windows when they go to bed?—Yes.

Does your mistress always sleep in the morning?—No, only sometimes.

The case was further adjourned till to-morrow.

ROBBING A CRIPPLE.

HEAVY SENTENCE AT THE MAGISTRACY.

A cooie appeared before Mr. E. R. Hallifax at the Magistracy this morning on a charge of larceny of a blanket and some clothing from a cripple. It appears that the complainant engaged the defendant on the 17th inst. to carry articles to the S.S. *Kwang Tai*, as he was going back to the country. On arriving at the wharf the defendant ran away with his load and the complainant was unable to give chase. The articles were subsequently recovered in a pawnshop at Waichai, where they were pawned for \$50.

Witnesses were called and his Worship sentenced defendant to four months' hard labour and six hours' stocks.

VALUE OF POLAR RESEARCH.

MR. BALFOUR ON BRITISH EXPLORATION.

Mr. Balfour presided at North Berwick recently at a gathering at which Sir Ernest Shackleton gave his lecture entitled "Narrative of the South Pole." The occasion terminated at a South Pole lecture tour by Sir Ernest, and the proceeds went towards the cost of his Antarctic Expedition. Mr. Balfour, in introducing the lecturer, observed that there is no special interest attaching to the geographical or astronomical expression, "the Poles of the earth." What is of interest, and what is of importance, he said, is that we should gain some knowledge of these portions of the world hitherto hidden from human eyes, and that we should do all we can to make these scientific investigations, which, quite apart from their speculative interest, have proved and are likely to prove of such great importance to the prosperity of the race. So far as the North Pole is concerned, it is little to be discovered. The region round the North Pole is all of one character, and scientific observations could be made, I imagine, just as well fifty or a hundred miles in any direction south of it as they could at the critical point that has been the object of so much courageous endeavour to reach.

"Far otherwise it is with the South Pole. Speaking forthrightly, my imagination is far more stirred by the hope of exploiting for example, the untrodden valleys and peaks of that region, and those great fields which are not mere oceans covered with ice, but, as Sir Ernest will tell you later, great land areas with vast mountains, glaciers, and volcanoes of which nothing practically was known in our grandfathers' time, of which much still remains to explore, but of which Sir Ernest Shackleton himself has not been the first, indeed, but the greatest of explorers. Now I mentioned great explorers and figures of the sixteenth century. Their courage, their love of adventure were beyond all praise; but there is a great difference between their endeavours and the endeavours of explorers like Sir Ernest Shackleton and his comrades, for behind the great work of the Elizabethan voyage lay always the desire for gold, the desire for territory, the desire for some great material advantage, which was no doubt accompanied by a sincere desire to spread religion, a sincere desire to do the best they could for their country, but which remains on the very surface of all the history of that time as showing that at all events their idealism was touched and perhaps altered by some baser element. Let nobody be misled by the idealism of our century is inferior to that of our forefathers. That is not so; and such courageous adventures as those on which Sir Ernest Shackleton has engaged are the standing proof of it. There was no territory to be gained, no enemies to be conquered, no vulgar ambitions to be satisfied. Knowledge, science—ends in which all nations without jealousy join to further—were the ends he pursued, and those were the ends he has done so much to attain. There are critics who tell you that these expeditions may satisfy a barren curiosity. They may add to the manhood and vigour of the nation, but they do nothing else. Believe them not. These expeditions have, and must have, great results for science, and there never yet has been a great result attained for science which has not sooner or later had its reaction upon the fortunes of the whole human race.

At the end of the lecture Mr. Balfour said that a moving story of heroic effort, of physical endurance, and of boundless courage in scientific promotion he did not think had ever previously been put before an audience.

PEARLS FROM COCONUTS.

We quoted, some days ago, a description given by Mr. Du Bois, the American Consul-General in Singapore, of pearls obtained from coconuts. We have since had an opportunity of seeing a very beautiful specimen which is in the possession of Mrs. W. Evans. It is almost pure white, and is heart or pear shaped. From its form and colour we should say it is an exceptionally good example of the curious gem, which is occasionally mistaken for a mollusc pearl. The number found is remarkably small, relatively to the number of coconuts grown, and millions of nuts might be searched in vain for these freaks of nature, which it seems quite impossible to explain.—*Straits Times.*

PEKING—AND OTHER PLACES.

A writer in the *Peking Daily News*, dealing with "Social Peking," says:—
The most well-known precept of our great sage, Confucius, is, "within the four walls of a family, be familiar." This is a very familiar precept to familiar that it is often on our lips, and it is not infrequent that one is inclined to treat it as a truism. We are not absolutely certain as to the four walls which Confucius had in mind, but we take it that, by reason of his familiarity with all the warring tribes who were about the northern and western frontier and who were called barbarians by his contemporaries and those after them, he meant the world. In more popular English one would therefore change these words into "under the sun." This is a doctrine which is not peculiar to China and her sages, but it has also its independent origin from the West. It is natural that there should have been some difference in the expression of this great thought by reason of language diversity. It is not surprising, therefore, to find Christ saying that men are all sons of God. This is only another way of saying the same thing, for whatever the language or civilization there may be the great principle that should lie in the action of human beings is the same all the world over. Men are social creatures and truly they are sons of Heaven, who should regard one another as brothers.

As it is a common doctrine to both hemispheres, it is more than easy for every one to understand it. And perhaps the most practical application of the international and social intercourse is a most satisfactory state. From inquiries made among those who have been abroad, we are gratified to learn that every one of them, without a single exception, has expressed a high satisfaction of the social conditions that now prevail in this capital. A few years ago we would have found this subject a very difficult one to write upon. But to-day things have changed and apart from the very rare cases of rough treatment of rickshaw coolies on the part of drunken persons, no better friendly relations between the Chinese public and the foreign community could be found in the whole history of Peking. Every where one goes one sees smiling faces from the west in the midst of the busy Chinese. It is not possible to say the same when one turns his attention to the treaty-ports like Shanghai, where every foreign face one sees in the streets is stamped with the Chinaman-get-out-of-my-way trade mark.

The *harghal National Review* comments as follows on the above:—We scarcely think that the writer does Shanghai and the other Treaty Ports justice. Whilst it is true that social relations between Chinese and foreigners are closer in Peking than in the ports for reasons that we cannot here discuss, it is far from just to say that every foreign face one sees in the streets is stamped with the Chinaman-get-out-of-my-way trade mark. It never has been so, and it is less so to-day than ever.

OPIMUM IN INDIA.

THE QUESTION OF IMMEDIATE SUPPRESSION. GOVERNMENT'S POSITION.

A letter has been addressed by the Secretary to the Board of Revenue, L.R., to the Secretary, Bengal Chamber of Commerce, asking for a copy of a letter from the Government of India in the Finance Department together with a copy of the resolutions adopted by the International Opium Commission which met at Shanghai last year, and requesting that the Board may be favoured with an expression of the opinion of the Chamber on the points raised in paragraphs 2 and 3 of the letter from the Government of India, with reference to Nos. 2 and 3 of resolutions, viz: (a) The feasibility of abstinence, within a reasonable period, a direct and unqualified prohibition of the practice of opium smoking; and (b) Whether the existing regulations and methods of administration in regard to the traffic in opium are sufficiently restrictive, or whether any modifications are required in the present system of retail vend which would facilitate control of consumption.

OPIMUM SMOKING.

The letter explains that the position taken up by the Government from the time of the Opium Commission's report of 1895 (and somewhat previous to that year), has been that opium smoking is a demoralising vice, which should be put down as far as may be possible, without actually prohibiting private smoking. It is to be discouraged more than opium-eating, both because it is condemned to a greater extent by Indian public opinion, and also because it leads to persons congregating together for the purpose, and such congregation leads to further demoralisation and further spread of the vice. In this view, beginning from the year 1891, Government has imposed successive restrictions, first preventing consumption of opium on licensed premises, then reducing the limit of preparations of opium for smoking that may legally be possessed, then discontinuing the licensing of shops for sale and preparation of opium for smoking, and, lastly, limiting the aggregate amount of opium that may be possessed by persons meeting together for the purpose of smoking. Twice, namely, in 1897 and in 1899, the highest authorities have rejected proposals for legislation to prevent assembling of persons for the purpose of opium-smoking, and have preferred to wait to see whether a decrease in opium-smoking would result from the restrictions imposed. It will be observed that it is now suggested that all opium smoking should be prohibited.

RESTRICTIONS IN FORCE.

As regards the second point, the letter points out that in Bengal the maximum limits of private possession and of retail sale of opium is, in each case, fixed at five tolas (except in the district of Sambalpur where the limit is three tolas). A licensed vendor of opium may purchase the drug from the Government treasury or to the extent of one seer from another licensed vendor. The quantity which a licensed druggist may purchase from the Government treasury or from a licensed vendor of opium is in no case to exceed one seer. Since last year, with a view to prevent smuggling into Burma, restrictions have been imposed on the quantity of opium issued from the treasuries to retail vendors in Calcutta and the adjoining districts of the 24 Parganas, Howrah and Hooghly, as well as in certain parts of Bihar, with reference to the estimated local requirements.

Transport of opium from a treasury to a licensed shop, or from one licensed shop to another, requires to be covered by a pass granted by the Collector. Opium is sold from treasuries in one-seer cakes (and in certain districts in half-seer cakes) and on payment of licence fee fixed for each district, the right of retail sale of opium is disposed of generally by auction every year, subject to fixed upset prices.

RETURN of visitors to the City Hall Library and Museum for the week ending the 20th November, 1910:—

	Library	Museum
Non-Chinese	892	233
Chinese	157	2,630
Total	549	2,863

ALLEGED MANSLAUGHTER.

STEAM-LAUNCH COXSAIN CHARGED.

25th inst.

Kwok Lo, coxswain of the steam-launch *Wah Ying*, was brought up before Mr. E. R. Hallifax, the Magistrate, this afternoon for alleged manslaughter of a Chinese P.C. Trus and a Chinese constable in a Police patrol boat in the harbour on the night of the 4th inst. Capt. Lyons was in charge of the case for the Police and Mr. W. E. L. Shepton, from the firm of Messrs. Deacon, Lo & Co., represented the defendant. Commander C. W. Beckwith, R.M., Assistant Harbour Master, was also present in Court and occupied a seat on the bench.

Mr. A. Ritchie stated that he was a passenger on board the steam-launch *Wah Ying* in the night between 9 and 10 p.m. and was going to Yau-ma-tei. They left Central Market wharf and two and a half minutes later he heard a crash and immediately got up and landed on the water. A side and saw a man struggling in the water. A boat could not get to him as it was a sampun or a boat. The launch stood by and picked up two more men. A man on the launch shouted out how many men were in the boat? A side and saw a boat with "five" on it. The coxswain told him that many men were missing and one of his rescued men said two, one being a European and the other a Chinese. About 20 passengers were travelling at the time. The launch and he did not know who was in charge. The launch was going with three quarters speed. The night was very dark and the launch was blowing a very hard. A strong current was running at the time. The launch had the usual lights and in addition one was put up in the fore-part for the convenience of the passengers.

Mr. Shepton—You live in Yau-ma-tei, don't you?—Yes.

How many times do you cross over in a day?—Twice.

Has the launch always been managed exactly the same way as on the night of the 4th?—Yes.

Has there been any collision before?—No.

You do a good deal of launch work, don't you?—Yes.

Do you think the launch was going at a reckless speed?—No, it was not.

Prior to the collision did you hear any warning from the Police boat?—No.

Did the launch cross round after the collision for about three-quarters of a mile?—She stood by for half an hour. After this I told him to stand by, so as to enable us to pick up any bodies.

How long did you cruise like that?—For over an hour.

Immediately after the collision was a life belt thrown into the water?—Yes, I saw one and every thing was done as quick as they could.

His Worship—Did the coxswain lose his head at all?—No, he was perfectly capable.

He blew four whistles and ran astern?—Yes.

There was a warning at all?—No.

Was there any noise on board before the collision?—It was raining.

Was it raining?—It was drizzling.

Was it clear enough to see the launch light?—Yes.

And was it clear enough to see Jack light?—Yes, it was.

An "it" Romeo stated he was employed in the Oriental Tobacco Manufactory at Yau-ma-tei. He was on board the launch *Wah Ying* and heard a man shouting "Up a sampun" and he stood up and saw a Police boat coming towards the launch on the starboard side. He saw the collision, and saw the Police boat capsizing. He saw two men in the water. One caught hold of the rope on the side of the launch. The launch then turned round. The man in the water was shouting for help and a life buoy was thrown to him. After this the coxswain blew the whistle four times. A search was then made. He could not distinguish the coxswain at the time, as it was a dark night, and he was standing at the time. The launch was going full speed at the time. He was sitting on the right hand side and saw no light on the Police boat. The people on board rendered every assistance they could after the collision.

Mr. Shepton—When you stood up at the time the man was shouting "Sampun" was the boat quite close?—Yes.

Has there been any light flashed could you have seen it?—Yes.

Where were they?—Sitting in front looking forward.

The man shouted out "Sampun" just at the time of the collision?—Yes, the boat was close.

His Worship—Did you hear his shouts from the Police boat?—Yes, at the time when I stood up.

What was it?—Just a noise.

Did you hear any noise before the cry of "Sampun"?—No.

The Chinese constable was recalled.

When you first saw the launch how was the light flashed?—The light was flashed off.

The European constable was sitting down at the time?—Yes.

Did he shout out?—Yes, when he was near.

What do you call him?—About twenty.

Did he flash the light?—Yes.

Did he shout out at the same time?—Yes.

How far was the launch when he did so?—About ten fathoms.

Who shouted first, the people on the launch or the European constable?—The constable shouted first.

His Worship—Could you say anything about the current?—No.

Was it easy pull?—Yes.

Was the boat going fast?—Yes.

Contending witnesses stated that when quite near the launch they backed water for about ten to twenty strokes. All four of the Chinese crew stood up, but before they got near the launch they backed water on their bow. They had received no orders to do so from the European constable.

Other witnesses were called and the hearing was further adjourned.

THE GAGE STREET CASE.

A QUESTION OF INTOXICATION.

22nd inst.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon the case was continued in which Miss Mary Lyon is charged by Miss Davis, Marlowe, with alleged larceny of three diamonds, valued at \$3,000, the property of the complainant. Mr. Branton, from the firm of Messrs. Branton and Hall, appeared for the complainant and Mr. W. L. Shepton, of Messrs. Deacon, Lo & Co., was for the defence. Miss Rose Lawrence's cross-examination was continued.

Previous to defendant coming to the house, did you expect any other lady from America?—Yes.

I should have come somebody would have had to leave the house?—Yes.

Are you the mistress of the house?—Yes.

When you gave up the big room to defendant, you took it that she was staying permanently?—No.

Did you do it for a start?—No, I did it because it was more comfortable.

When you were all living together when defendant first arrived were you all on friendly terms?—Yes, very.

And so was complainant?—Yes.

I presume they were frequently in each other's room?—No.

Have you ever seen defendant in complainant's room before the 26th?—I don't remember.

I believe you, complainant and defendant have been to town frequently together?—Only on two occasions.

Do you remember listing a brooch some time ago in the house?—Not a brooch but a pendant. I cannot say where it was lost as I discovered the loss was not a recent one.

When was this lost?—About two months ago.

Do you remember a boy running away with some money belonging to a girl in the house?—Yes.

Do you remember having a conversation with complainant about the ring after the visit to Gump's?—Yes.

What time did you come back on the 26th?—At two o'clock.

You had a shampoo?—Yes.

You then went to the defendant's room?—Yes.

What was she doing?—She was sitting on her bed.

How long did you remain in defendant's room altogether?—An hour or more.

Did you then go downstairs?—No, I went into my room.

You remained there till complainant came in?—Yes.

Up to the time the letter was sent to the Police, did complainant accuse anyone of stealing the diamonds?—No.

Was defendant asleep when you went into her room after the diamonds were lost?—Yes, she was asleep.

Did you go into her room immediately?—No, after sending the letter to the Police.

Did you wake her?—Yes.

Then what did you do?—We told her of the missing diamonds, but she wasn't interested and we left.

Was the defendant drinking on that day?—She was lying on the sofa at the time.

How many bottles of beer were taken on that day?—I don't know.

Who was responsible for the beer being taken on the 25th and 26th?—I don't know.

Who supplies the beer?—I suppose the No. 1 boy.

Do you keep the ice-box locked?—No, it is never locked.

Did Miss Lyon leave the house from the time you woke her up till the time of her arrest?—No, not to my knowledge.

George Spencer stated that she lived in No. 2, Gage Street. She did not use sulphuric acid. The only women living in the house four or five days previous to the 26th were Miss Lawrence, Miss Marlowe and Miss Lyon.

At 5.30 a.m. on the morning of the 26th she saw the complainant and defendant coming home and saw the diamonds on the ring at about 6 o'clock in the morning.

Dr. Shepton—Have you ever heard of sulphuric acid before?—No, not before Mr. Branton told me.

Do you remember how many bottles of beer were taken on the night of the 25th?—I don't know.

Were the complainant and defendant intoxicated when they went into your room?—I don't know whether they were or not, as I was intoxicated at the time, but they looked alright (laughter).

he case was further adjourned.

NEWS FROM THE NORTH.

The Tariff-General, H.E. Tsang Chi, Acting Viceroy of the Two Kwongs, has written to Peking memorializing the Throne for the suppression of gambling throughout the Two Kwongs and other provinces of the Empire.

AN IMPORTANT AGREEMENT.

The British, French, German and American groups of financiers signed an agreement on the 19th inst. The agreement provides for mutual co-operation by the respective groups and participation in the proposed Chinese Government loan.

STATUS OF RETURNED STUDENTS.

It is reported that the Grand Council and the Ministry of Education have decided not to award any subsidies to official ranks to the students returning from abroad this year. Educational degrees only will be awarded hereafter.

REDEMPTION OF FOREIGN CAPITAL.

The Grand Council has recommended that H.M. Sheng Kung Pao be appointed Special Commissioner to negotiate the redemption of the Chinese Exchequer and Mining Company, Ltd.

PARLIAMENT AGAIN.

It is reported from Peking that Shensi, Honan, Kiangsi, Hupoh, Fokien and other Provincial Assemblies have again elected representatives to proceed to Peking with a petition to the Throne demanding the immediate establishment of a national assembly.

CIVIL SERVICE C.C.

In their League match the following will represent the C.S.O. Club on their ground at 2 p.m. on Saturday next, against the Kowloon C.C.—J. Jackson (Captain), H.R. Phillips, R.E. O. Bird, J. McEwen, W.F. Dixon, A.R. Sutherland, J. Mackay, G. Eullock, F.J. Lick, A.G. Pike, H. Ellis, Reserves: F. Baker, E. Haddock, A.M. Thornhill, E.W. Dawson and J. Dwyer.

NEWS FROM THE NORTH.

CHINA'S FINANCIAL CONDITION.

(Specially Translated for the "Hongkong Telegraph").

The Prince Regent intends to continue the conferences in the Grand Council on the financial crisis prevailing in the country. The conferences will commence from the beginning of next year.

CONSTITUTIONAL CODE.

Prince Pu-lun has suggested the appointment of four High Commissioners to draw up the Constitutional Laws. The proposal has been submitted to the Throne for approval.

PROBLEM FROM THE PROVINCES.

The Grand Council, his called to the Viceroy of the Liang Kiang provinces that the financial problem of the two provinces has been referred to the National Assembly and it has been resolved that the question will be considered before all other matters but at the same time the Viceroy should exert his best endeavours to carry out his duties without negligence.

FOREIGN LOANS.

The Viceroy of Yun-Kwei provinces has wired to the Grand Council and the Ministries of War, Posts and Communications that there are four principal points of advantage in raising foreign loans for the construction of railways.

It is declared that the raising of these loans will have the effect of facilitating army operations and will redound to the benefit of commerce, revenue and industry in the province. It will also help increasing the means of communication than at present exists.

MINISTRY OF WAR.

It is reported that the regulations relating to the Ministry of War will be entirely reorganised. The posts of Minister and Vice-Minister will be abolished and they will be replaced by those of Chief and Deputy High Commissioners.

H.E. Yim Ohang will be appointed Chief High Commissioner of the Ministry. The new regulations will be promulgated during this year.

A HIGH-MINDED PRINCE.

Prince Yu Lang is determined to attend the National Assembly to discuss the question of the establishment of Parliament in order not to displease the members. Despite the impediments which are being placed in his way with a view to preventing him from being present, the Prince is firmly resolved to attend the meeting.

GOVERNOR OF KIAOCHOW.

It is reported that on the 5th inst. a banquet was given at Ying Pu Kuan in honour of the Governor of Kiaochow by Prince Tsai Tsun.

PROF. CLAMOR FOR PARLIAMENT.

It is reported that thousands of people including the students and members of Provincial Assemblies attended at the Viceroy's yamen in Nanking on the 16th inst. and requested the Viceroy to urge the Grand Council and the Prince Regent for an earlier date for the establishment of a Parliament. H.E. Viceroy Ohang Jao chun has promised to invite all the provincial authorities to present a further memorial.

ARMY TRAINING.

The Ministry of War has memorialized the Grand Council and the Prince Regent that the Managing Directors of the Army Training Department of the various provinces should be appointed by the Ministry so as to ensure uniformity.

BRASILIAN RUBBER.

A supplement dealing with South American affairs has been issued by *The Times*. It usually rubber is dealt with, and the writer says it is encouraging to note that the Brazilian Government are taking measures to stimulate the investment of foreign capital and the application of sound methods and trained management.

Concessions which have already been granted take the form of gift of free land, a reduction of the export tax on the raw product, and a decrease in the freight charges on State railways and a subsidised tramway line, etc.

A guarantee of interest upon stock issued by certain companies. It is urged that with the Far East plantations producing rubber up to the full measure of their capacity the markets will be so flooded with supplies as inevitably to cause low prices to rule. Should this occur and rubber fall to and become constant at a figure under 2s. a pound, it would require considerable energy on the part of the Brazilian merchants to compete with the Eastern rubber without incurring heavy losses. But as rubber becomes cheaper more and more of it will be used and a proportionate decrease will follow in the use of substitutes and adulteration. It is the hope of the writer that a constantly increasing demand, due to the increasing commercial utility, will prove a gradually increasing check upon the price of the raw article.

JAPANESE AEROPLANE.

The aeroplane invented by Mr. Yamada, an inhabitant of Tokyo, which accomplished a successful flight between Otsuki and the Agricultural College at Komaba, Tokyo, a short time ago, made further successful flights on Wednesday (2nd inst.). The aeroplane has been improved in several respects, and is now capable of bearing the weight of two persons. On Wednesday Mr. Yamada, the inventor, boarded his craft with Mr. Orihara, his assistant, and accomplished a successful flight. Several experiments were made with the propeller and the perpendicular and horizontal planes at altitudes ranging between 600 and 700 feet, all proving very satisfactory. Later in the afternoon another trial flight was accomplished by Mr. Orihara, the assistant, alone. The aeroplane performed a number of circular evolutions at the height of about 247 feet.

RUGBY FOOTBALL.

The Rugby match between H.M.S. *Kenta* team and the Hongkong Football Club yesterday afternoon resulted in a win for the former team by 3 points to nil. The Oviilians played with one man short almost throughout the game.

H.K.F.C. vs UNITED SERVICE.

The following have been chosen to play for the Club against the United Service at Happy Valley to-morrow (Friday) kick-off 5 p.m. sharp:—Full-back: T. E. S. Robertson; Three-quarters: J. C. Roberts, D. S. McKibbin, J. McGregor, C. A. O. Ferrier, Balvers; T. Cocker and A. A. Olin; Forwards: W. Ross, H. Bates, G. O. F. Olin, G. H. Bates, J. Bell-Ivich, H. G. Hegarty, D. G. Olin and H. W. Lester.

HONGKONG POLICE vs 87 CO R.G.A.

The above teams will meet on the Military ground to-morrow at 3.30 p.m. to play off their League match in the Second Division. Gunter Marsh will referee.

THE YUEI-HAN RAILWAY.

GLOOMY REPORT OF CANTON TRADE COMMISSIONER.

The following interesting observations with regard to the progress of the above line appear under the category of "Railways" in the Canton Commissioner's Trade Report for 1909.

The progress made during the year of the Yuei-Han Railway is at first glance disappointing. To the 44 miles open to traffic at end of 1908 only a further 10 miles, to Shangkung has been added. The reasons which have contributed to this unsatisfactory result are many; but matters have not been improved by the unfortunate dissensions between shareholders and directors. It would be out of place to enter into a dissertation here on the rights and wrongs of the case, but it will suffice to remark that a good deal of the friction seems to have originated from ignorance on the part of many of the shareholders of the topography of the country and the natural obstacles to its surmounting. The good progress made as far as Yunnan has led some people to expect this rate of progression to be maintained, quite regardless of the fact that the route to Yunnan presented comparatively trifling difficulties, while from the North River to Yungking and beyond the route fairly bristles with a long succession of every kind of engineering problem awaiting solution. In addition to this all the sleepers, rails, cement, etc., have now to be transported up the North River, which at low water is frequently impassable for weeks.

The heavy, of course, also being the usual difficulties in overcoming the reluctance of the peasant population to give up their land, for superstitious and other reasons. The natural reluctance of those connected with the line, in view of the disputes alluded to above, has not facilitated the task of getting reliable information, but as far as can be ascertained from various sources the year's results are, besides the 10 miles actually opened, roughly, 40 miles of embankment and cutting completed, while several tunnels are in course of excavation. The large permanent bridge over the Kungchow River is expected to be ready about the end of April, but in the meantime operations are being carried on over a temporary structure. All along the projected route up to the 10th mile works are engaged, and it is hoped that the completed line, pushed as far as Yungking (50 miles) by the end of the year. The survey has been pushed up to within 10 miles of the provincial frontier. Across the east branch of the North River, near Yungking, a bridge some 8½ miles long will have to be constructed. The projected route practically follows rivers for 200 miles, giving almost a direct route to the borders of the province. The work in portions of the line now pays operating expenses and something towards the cost of further construction. The mechanical department at the Canton terminus is exceedingly well equipped. The latest machinery having been imported from Europe and America, and is capable of turning out all kinds of work. A clearing feature is the mechanical spirit level displayed by the Cantonese employees. The engineer in charge of this department reports them as exceptionally quick in grasping a new idea, and they are developing into efficient mechanics, locomotive engineers, and boiler makers. The company now runs its own electric plants. During the Chinese year the Canton-Fatshan-Samsul branch of the Yuei-Han Railway carried 3,293,731 passengers, and the gross earnings amounted to \$54,714, being an increase of \$6,702 over the previous year's results. Operating expenses amounted to \$106,935, showing a gross profit of working account of \$43,779. Construction expenses included in the account, totalled \$139,694, a decrease of \$13,773 from the amount expended in the preceding year. Deducting construction expenses the net profit is \$19,085, in spite of difficulties—like chief, of course, being the mutual interminable negotiations incidental to the purchase of land—the progress made during the year of the Canton-Kowloon Railway can only be regarded as highly satisfactory. The accessibility by water from Canton of so many points of the selected route has of course considerably facilitated the transport of heavy construction materials, and on all three sections of the line work has gone forward apace. For the following statement of the position and prospects at the end of 1909 I am indebted to Mr. F. Grove, engineer-in-charge of the Chinese section. "The work of land may be taken as practically completed by December 31st; 10 miles of line is in hand and completed at this date. Terminal station building and general office will be completed by April 1910. Earthwork and bridgework will also be completed; laying is proceeding; and this section should be ready for traffic in a few months. The opening will probably take place on September 1st, 1910. No. 2 District Mile 31 to Mile 50. Earthwork three miles completed. This is the large bridge section, with a total girder opening of 320 feet. The East River and other large bridges are proceeding satisfactorily; foundations being nearly completed; delivery and erection of steel work for large spans seven of 224 feet—has commenced. No. 3 District Mile 50 to Mile 80. Earthwork three miles completed. Bridgework three miles completed. Rail laying will begin in districts Nos. 2 and 3 in the autumn of 1910. It is expected that a thorough connexion with rails should be made early in 1911, and there is reason to suppose that the estimate of opening to through traffic in June or July 1911 can be accomplished. There has been delay in land acquisition and works especially quarrying operations and certain bridgework notably at Shekuen and Shekuen people's inability of district authorities to satisfactorily settle difficulties. Robberies and disturbances have been more frequent, but at the present time, owing to the efforts of H. M. S. Wei Hui, Managing Director, assisted by the troops of Admiral Li Chao, who are specially required between Mile 31 and Mile 60, works are proceeding more satisfactorily. It has been no special anti-foreign feeling on the line and no concerted attacks have been made except against contractors and native workers, although on one or two occasions on No. 3 district the staff has temporarily retired for safety."

The following statistics relate to Kowloon's trade for the year 1909. The net value of the trade passing the Kowloon stations for the year 1909 reached a total of HK. Tls. 49,651,681, as compared with HK. Tls. 51,477,375 in 1908 and HK. Tls. 54,418,058 in 1907, and there is thus a check to record in the expansion of the trade of the Kowloon district, though reference to our tables will show that among the potent causes of the existing decrease are lessened importations of opium and rice. The trade for the year was marked by many unfavourable features, for contraction of credit had its due result, but towards the close of the year a better feeling prevailed with an indication of brisker business; stocks of all description had, as a normal result, declined, and were not wanting to indicate the approach of a period of steady trade. But though on the whole the general condition of trade during the year may not have been especially favourable, owing to various causes which combined to aggravate the commercial contraction and inactivity from which, as has already been pointed out, signs of recovery were manifest only towards the end of the year, yet without narrowly looking at all fortuitous circumstances which may have caused it to be proportionally or reserve during any given month, it may be confidently stated, that there are no causes at work which may prevent a thorough revival of prosperity. With the advance of spring came a long period of late and heavy rains and weather generally was unseasonably damaged. But bankruptcies and failures to meet engagements were few and far between, and most of the mercantile and financial institutions passed successfully through the year. There can, of course, be no doubt that competition is now keener than it has hitherto been in all branches of industry and that the tendency is to reduce all profits to a minimum. Exchange during the greater part of the year fluctuated but little. During May there was a slight rise, occasioned by exceptional activity in exports, coincident with continued stagnation in the market for imports; but this movement was of short duration, and the latter part of the year brought improvement in deliveries of imported goods. Opening at 1s. 8½d. the sterling value of the dollar gradually rose to 1s. 4d. but fell again to 1s. 8½d. towards the end of October, and kept about this level until early in December, when a gradually upward movement set in, the opening rate at the commencement of 1910 being 1s. 8½d. The year 1909 will rank as a memorable one in the annals of the port of Hongkong owing to two "epoch-making" occurrences—the commencement of operations in connexion with the building of a Hongkong University and the introduction of a limited Customs Service. The University scheme was made possible by the offer of funds for the erection of buildings from Mr. Mody, one of Hongkong's most prominent citizens, who subsequently increased his donation to \$185,000, which represents nearly a half of the sum originally offered. The scheme has received a full measure of support, for in May His Excellency the Governor announced that Messrs. Butterfield and Swire had promised a donation of £40,000 towards the Endowment Fund, of which sum Messrs. John Swire and sons had given £20,000, and in the following month the Canton Viceroy forwarded the sum of \$20,000, which had been raised at his request from Chinese sources, towards the building of a university scheme. The Endowment Fund now stands at \$1,285,500. A bill relating to liquor licenses was passed during the year, and the current saying is that Hongkong is now no longer a free port. Would it be more correct to say that it is no longer a free drinking port? The Colonial Government, realising that the new opium policy of restriction and extinction announced by the British and Chinese Governments was seriously interfering with the colonial budget, and recognising that if matters were allowed to drift a grave state of affairs would inevitably ensue—a deficit of from \$500,000 to \$600,000 being anticipated in its opium revenue prior to the opening of the tenders for the new opium farm in September 1909—has it necessary to amend its system of doing restricted and unrecorded trade in the way it considered least disturbing to general interests, and thus it was that there was passed on the 17th September an Ordinance levying duty on all intoxicating liquors imported into, or manufactured in, the colony. Liquors stored in bonded warehouses or in transit are not dutiable, and with regard to those distilled, made or prepared locally, duty is only leviable on removal from the factories. It is estimated that some \$700,000 per annum will be derived from this new form of taxation. It is interesting to note that in spite of the restrictions imposed on the opium trade by the new Consolidating Opium Ordinances the actual result of the competition for the opium farm for the three years commencing in March 1910 showed a diminution in revenue of only \$18,830 per annum, which shows conclusively that there is a good deal of money yet to be made out of the drug. The tender accepted was the second highest bid, and was made by a syndicate headed by Messrs. Jardine, Matheson & Co.'s compradore. It is considered likely that the farmer will import the native article for local use and export the foreign, of which he may draw 900 chests yearly. The revenue of Hongkong is, so far as ordinary expenditure is concerned, thus established, for the present at any rate, on an ample basis; expenditure, however, is necessarily increasing. The typhoon which passed about 6 miles to the south-east of the Kowloon on the 19th and 20th September caused but little damage in the Kowloon district, and the system of storm war, logs inaugurated at T'ai-shan and Chekwan proved of great value and usefulness. All Shau-kei station the wall of the compound in front of the house collapsed through being undermined by the sea, at Samun station three junks were wrecked and a few lives lost. Timely warnings issued by the Hongkong Observatory account for a very small list of casualties in the harbour. The Government dredger *St. Roch* ran ashore and jetties and buoys suffered some damage. On the fishing fleet, however, in the vicinity of Hongkong, considerable loss was sustained by many survivors from disabled junks being brought in by incoming steamers. Several shipwrecked Chinese were also picked up by the revenue steamer *Kai-fan*. The trade of Hongkong was admirably dealt with in an interesting article which appeared in the *Hongkong Telegraph* shortly after the close of the year. From this authoritative source I note that Shanghai mill floor, of which, in 1908, 753,180 piculs, valued at \$1,717,108, were exported to Chinese ports, is again available for a decreased importation—96,000 bags—of the American commodity. Helped by the low price of silve and high price of American wheat its relative cheapness appeals to the poorer classes. It is interesting also to note that of the 2½ million piculs of raw sugar imported into the colony about 2,000,000 piculs were absorbed by the refiners of Messrs. Butterfield & Swire, and Messrs. Jardine, Matheson & Co.—The prosperity of Hongkong is another expression for the well-being of the neighbouring Customs districts, and when Hongkong ceases to advance in prosperity the star of the Kowloon trade must be expected to wane. It is satisfactory to learn that the general view of the business world is that the lowest point of depression has been reached, and that things may be expected to improve. It is an opinion now shared by many

of the business world.

Revenue.—The total revenue for the year was HK. Tls. 355,917, or HK. \$664 above the collection for 1908. As compared with the previous year's figures, import duties, including the duty and litan on opium, show an increase of Tls. 189, while export duties show a decrease aggregating Tls. 8,774. The loss on opium, duty and litan, amounted to HK. Tls. 20,657. While it cannot, on the one hand, be contended that the revenue for the year enjoys the distinction of being a specially favourable one, it cannot, on the other, be regarded as altogether unsatisfactory, seeing that the only decrease observable is on duty and litan on opium under existing circumstances a steadily decadent trade. The foreign opium figures for the last five years are—

1905. 1906. 1907. 1908. 1909.

Piculs. Piculs. Piculs. Piculs. Piculs.

917 1,017 1,

COMMERCIAL.

YRAN MARKET.

24th November, 1 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allan...	1/2
Anglo-Java...	1/2
Anglo-Malaya...	1/2
Balgownie...	1/2
Bertam...	1/2
Carey United...	1/2
Castell...	1/2
Changkat Serdang...	1/2
Cheras (part paid)...	1/2
Do (fully paid)...	1/2
Damans...	1/2
Eastern International...	1/2
Glencaly...	1/2
Highlands and Lowlands...	1/2
Indragiri...	1/2
Kamuning...	1/2
Kuala Lumpur...	1/2
Ledbury...	1/2
Ling...	1/2
London Asiatic...	1/2
London Ventures...	1/2
Morliman...	1/2
Pagoh...	1/2
Rubber Trusts...	1/2
Sandycroft...	1/2
Sapong...	1/2
Shelford...	1/2
Singapore & Johore...	1/2
Sungel Chok...	1/2
Sungel Kapar...	1/2
Tangkah...	1/2
United Serdang...	1/2
United Singapore...	1/2
United Sumatra...	1/2
United Langkat...	1/2
Duff...	1/2
Troch...	1/2
Para Rubber...	1/2

OCTOBER RUBBER RETURNS

LAUDERDALE	1,500 lbs.
F. M. S.	3,670 lbs.
TANJONG MALIN	800 lbs.

OCTOBER RUBBER RETURNS

ROW SENG	1,104 lbs. Total ten months 7,049 lbs.
RUBBER ESTATES KRIAN	29,800 lbs. (ten months)
BUKIT KATIL	214 lbs. Total five months 1,768 lbs.
AYER MOLEK	1,090 lbs. Total twelve months 18,898 lbs.
MALACCA	35,000 lbs.
Agents Guthrie and Co.	
UNITED TEMANG	219 lbs (Sept); 1,410 lbs. (Oct. October)

TO-DAY'S EXCHANGE.

London-Bank T.T.	100/10
Do, demand	100/10
Do, 4 months' sight	100/10
France-Bank T.T.	100/10
America-Bank T.T.	100/10
India T.T.	100/10
Shanghai-Bank T.T.	100/10
Singapore-Bank T.T.	100/10
Japan-Bank T.T.	100/10
Yokohama-Bank T.T.	100/10
6 months' sight L/O	100/10
4 months' sight L/O	100/10
30 days' sight L/O	100/10
15 days' sight L/O	100/10
10 days' sight L/O	100/10
5 days' sight L/O	100/10
3 months' sight L/O	100/10
6 months' sight L/O	100/10
Bank of England rate	100/10
Boards	100/10

RUBBER SHARE MARKET.

Hongkong, 25th November.
The whole week has been altogether uneventful in the Rubber share market, and the business has been on a very small scale. The price of the raw commodity has remained quite stationary and shareholders with a few exceptions have accordingly kept stationary.
It is reported that a large quantity of forged transfer receipts of the Straits Rubber Co., Ltd., bearing the watermark of the "Union Times Press," Singapore, are in circulation. Rumours are also current in regard to forgeries of other Rubber shares, Malacca Planters and Merliman, being mentioned, but the public are warned accordingly.
Anglo Malaya have not fluctuated and remain on offer at 24/6.
Allan have been sold at 4/5 closing with further sellers at 5/1.
Eastern International have probable sellers at the slightly reduced rate of 13/6 per cent.
Lingale are slightly lower with sellers at 4/6.
London Ventures have sellers at the reduced rate of 5/1.
Morliman are unchanged and can be had at 6/1.
London Asiatics are on offer at 13/6.
Tangkah are nominally quoted at 33/1 without business to report.
United Serdang have not fluctuated during the week and can probably be obtained at 13/1.
United Sumatra are again on offer at 8/6.
Bertam have been sold at 7/1 closing with further probable sellers.
Castell are quiet at 11/0.
Highlands and Lowlands can be secured at 10/6.
Kamuning are inquired for in small lots at 5/1 per cent.
Balgownie have sellers at 5/1.
Changkat Serdang can be placed at 8/1 in Singapore.
Ayer Panas have been sold at 26/1 with further probable sellers at 27/1.
Pajamas are in demand at 5/1.
Glencaly are on offer at the unchanged rate of 3/1.
Indragiri are nominally quoted at 13/1.
Pagoh have weakened to 3/0 at which price there are probable buyers.
Sandycroft are in request at the slightly improved rate of 5/6.
Singapore and Johore are in favour at quotation.
United Singapore have changed hands at 8/0.
Ayer Gajah have probable buyers at 2/1.
New Serdang are wanted at 3/1.
Troch (in mines) are inquired for at 33/6.
Shell Transport are easier and sellers prevail at 8/1.
Exchange. The Bank's closing T.T. quotations are as follows:—
On London 100/10
On Shanghai 75/1
On Singapore 79/1

Hongkong, 25th November.
Messrs. Polakowski and Knevel in their fortnightly yarn circular state:— "Since our last report on the 11th instant per s.s. Arcadia our yarn market has continued very firm. A good demand has come out from the interior, hence the Chinese have here have shown much activity which has resulted in a large spot as well as forward business of 8,000 bales at a further advance of 1/1 to 1/2 p.r. bale. The holders are still very firm, owing to reports of continued rise in cotton in India and coupled with the very good inquiry now prevailing, we close very steady with a good opinion of the near future of the market."

No. 6.—Nothing doing in this count.
No. 8.—A very limited business is done in some special chops.
No. 10.—Has continued in good demand with an advance rate of 1/1 to 1/2, and settlements of a large number have been made to best as well as in middling qualities.
No. 11.—A better inquiry has transpired than the last fortnight and sales are effected at an advance of 1/1 to 1/2.
No. 17.—A small business has passed in a few selected chops.
No. 20.—Good demand having continued for well known chops the sales are effected at an increase of 1/1 to 1/2 and the balance of these being small, the prices keep comparatively firm.
Total Sales 8,000 bales.
Unsold Stocks 20,000 bales.
Sold but undelivered in the Godown and to arrive 31,000 bales.
Local Mill.—Has done nothing during this interval.
Arrivals.—The extra str. *Frans Ferdinand* from Bombay, and str. *Namang* from Calcutta have brought in 1,000 bales for Hongkong, and 2,000 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, &c. amount to about 1,000 bales.
Shanghai.—Market has taken a firmer tone and a 400 bales have changed hands at an increase of 1/1 to 1/2.
Japanese Yarn.—Sales of 950 bales of 10s are made @ 15/13 to 16/0.
Raw Cotton.—Bengal rates continue very high which are entirely unsuitable for the buyers hence no business has passed and these high rates have caused importers to stop shipments. Balance 450 bales prices 3/1 to 3/2 per bale. Chinese Cotton business done in 450 bales @ 3/18 to 3/20. Balance 370 bales price 3/1 to 4/0 per bale.
Rupia T/T 138. Rupia D/D 138. Sterling D/D 110 5/16. Sterling 4m/11 110 9/16. Bar Silver 25 7/16. Shanghai T/T 73 1/2. Japan 91.
THE Colonial Secretary Sir Henry May, with a party of officials paid a visit to several of the third-class hotels on Wednesday in order to see that the premises conformed to stipulated conditions and we understand that the stipulations were fully complied with in each instance.
Mr. Dickinson, the United States Secretary of War, who was in Berlin last month, suggested to the Emperor that the Crown Prince while in East Asiatic waters should visit the Philippines. The Emperor William seemed pleased with the suggestion, and said he would take it into consideration.
EARLY next year, if sufficient inducement is forthcoming, Hongkong may be made one of three projected centres in the Far East for the teaching and encouraging of aviation. The centres at present contemplated are Saigon, Hongkong and an other place—probably Shanghai, though this has not yet been decided—in the north.
BERLIN papers announce that negotiations are in progress between the Chinese Government and the Krupp "Germania" Yard, at Kiel, with regard to the construction of a number of submarines for the Chinese Navy. Two Chinese officers on 4th Oct. visited the yard and inspected submarines built for the German Admiralty, in which they made a trial trip.
MR. Yukio Otsuki, Mayor of Tokyo, speaking at a banquet given by the Japan Society of New York, suggested that America and Japan should take the lead of the world in using their energies and money for the promotion of international peace and goodwill. If America, England and Japan joined hands across the seas the peace of the whole world would be assured.
THE O.S.K. s.s. *Mexico-maru*, the fifth steamer of the new Trans-Pacific liners, on her maiden trip to America, made Victoria, B.C. on the 16th instant and Tacoma, Wash., on the next morning, leaving Yokohama on the 1st instant. The steamer was delivered in New York on the 21st instant, establishing a new record of 100 hours in since Mr. T. P. Wood at the destination by the excellent silk train of the Chicago, Milwaukee and Puget Sound Railway Co. and their connecting lines.
L'UNG SHING, alias Leung Yuet Shang Loong, manager of a second-hand clothes shop, of No. 6, Tung Street, who was charged last week with that he did on the 24th of March last unlawfully by means of false pretences obtain from the postmaster-General a registered letter containing a draft for \$3,000 with intent to defraud was again brought up before Mr. J. P. Wood at the Magistrate on Wednesday. Defendant was remanded for another week. Mr. Leo D'Almeida was for the defence.
THE difficulty of forecasting whether the Portuguese Republic is likely to stand or not is increased by the fact that none of the news as to the position since the Republic was proclaimed arrives from impartial sources. It comes either directly from Portugal, from the new Government itself or put in the hands of the Republic, or from the best face on the Republican prospect, or via Spain, where there are scarcely less obvious reasons for taking the other view. But upon the whole we are bound to say that there is, so far, no clear evidence of "ecoli." Overt seems to be tranquillity Republican, and, if other places are still flying Royalist bunting, no definite move by Royalist troops is recorded.—*Post Mail Gazette*.
AT the general meeting of shareholders of the Shanung Mining Company at Berlin a shareholder who had visited the colliery declared that he had been surprised by the large quantity of fine coal which was stored at the Hengshan mine. Of an output of 800 tons a day the quantity of fine coal amounts to 400 tons while only 200 tons of it can be sold. He referred to the circumstance that near the coal mine large quantities of iron ore are to be had, and said that in the whole world there is nowhere a better opportunity to produce iron. He recommended the construction of a high furnace. The chairman, Privy Councillor H. eler, declared that the board of the company is considering the question of such a furnace. The price of a furnace in connection with a small steel forge was estimated at three million marks; but a full examination of the scheme has shown that the expenses would be much higher. There are also other difficulties, but it is hoped that these will be overcome. If this should be the case, when times are better the directors will come with proposals to the shareholders.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 3.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000 \$150,000	\$2,029,350	2 1/2 for first half year ending 30.6.10 @ ex 1/10 = \$22.45	5 %	\$80 buyers \$26 10/10
National Bank of China, Limited	90,925	7	6	\$4,000 \$20,000	\$50,552	\$2 (London 2/6) for 1908		\$50 buyers
MARINE INSURANCES.								
Janico Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,581 \$102,799 \$135,000	none	\$15 for 1909	5 1/2 %	\$180 sales
North China Insurance Company	10,000	115	6	\$1,200,000 \$11,684,444 \$137,308 \$1,000,000	Tls. 305,719	Final div. of 7 1/2 % for '09 making 15 % in all ..	5 %	Tls. 210
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$104,448 \$105,249 \$713,985	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$50 per share for 1909	1	\$30
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$94,405 \$199,384	\$7,037	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	1 1/2 %	\$195
FIRE & MARINE.								
China Fire Insurance Company	20,000	\$100	\$30	\$1,000,000 \$50,448 \$50,108 \$1,400,000	\$43,406	\$6 and bonus \$2 for 1908	7 %	\$116 buyers
Hongkong Fire Insurance Company, Limited ..	8,000	\$250	\$50	\$1,400,000	\$43,418	\$27 for 1908	8 %	\$350 buyers
SHIPPING.								
China and Manila Steamship Company, Limited ..	10,000	\$25	\$25	\$57,741 \$20,000 \$100,589 \$250,000	Dr. \$3,777	2 1/2 for 1906		\$8
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$250,000 \$250,000 \$250,000	NIL	2 1/2 for year ending 30.6.1908		\$21 sellers
Hongkong, Canton & Amoy Steamboat Co., Ltd ..	80,000	\$15	\$15	\$50,000 \$50,000 \$50,000 \$50,000	\$21,766	Dividend of \$1 1/2 for 30.6.10	8 1/2 %	\$3 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	\$138,100	\$7,537.82	6 1/2 for 1907 on Preference shares only @ ex 1/10 11/10 = \$3.154		\$58 sellers
Do. (Deferred)	60,000	45	45	\$138,100	\$7,537.82	Final div. of 2 1/2 per share (coup. 14) making in all 4 1/2 per share for '09 & a int. div. of 1 1/2 per share on acc. for '10	5 %	\$2 1/2
"Shell" Transport and Trading Company, Limited	1,000,000	41	41	\$780,000 \$100,000 \$21,810 \$62,881	\$197,994	A dividend of 7 1/2 % for yr. end 30.6.1910 & bonus of 5 %	5 %	\$23 sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$71,810 \$62,881	\$1,159		5 %	\$23 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$8,090	2 1/2 for half year ending 30.6.1910	6 %	\$124 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$1,153,393	\$1 for 1897		\$22
MINING.								
Chinese Engineering and Mining Company, Ltd	1,000,000	41	41	\$215,000 \$12,289 none	\$4,435	Final div. of 1/6 for the year 1910 making 15 % (coupon No. 15)	0 %	Tls. 16 buyers Ph. 10
Headwaters Mining Company	50,000	10	10	\$10,000	none	First year		
Ramb Australian Gold Mining Company, Limited	150,000	41	18/10	\$10,000	\$4,871	2 1/2 per share 1910 dividend	5 %	\$67 sellers \$7/6
Oriental Consolidated Mining Co., Ltd	500,000	G 510	G 510	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15 ..		
Docks, Wharves & Godowns.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$25,375	Dr. \$8,460	\$1.75 for year ending 31.12.06		\$5 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd ..	60,000	\$550	\$50	\$550,000 \$11,991 \$10,000 \$10,000	\$264,847	2 1/2 for 1909	4 1/2 %	\$52 buyers
Hongkong and Whampoa Dock Company, Ltd	50,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$1,177.5	2 1/2 for half year ended 30.6.1909		\$50 buyers
Shanghai Dock and Engineering Co., Ltd	Tls. 55,700	Tls. 100	Tls. 100	Tls. 55,700 Tls. 55,700 Tls. 55,700 Tls. 55,700	Tls. 9,322	Final of Tls. 31 making Tls. 6 in all for year 30.6.1910	8 %	Tls. 70
Shanghai and Hongkew Wharf Company, Limited ..	10,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,322	Interim of Tls. 3 for 1910	7 %	Tls. 95
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$1,000 \$1,000 \$1,000	Tls. 4,114	Tls. 6 for year ending 30.6.10	5 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$1,000 \$1,000 \$1,000	\$24,741	2 1/2 for 1909	8 %	\$124 sellers
Hongkong Hotel Company, Limited	13,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$1,177	\$5 on old shares \$1.50 on new shares for half year ending 30.6.10	6 %	\$70
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000 \$100,000 \$100,000 \$100,000	\$1,177	Interim of \$2 1/2 for 1910	7 %	\$100
Humphreys Estate & Finance Company, Limited ..	150,000	\$10	\$10	\$10,000 \$10,000 \$10,000 \$10,000	\$1,177	45 cents for 1909	6 %	\$68 sellers
Kowloon Land and Building Company, Limited ..	6,000	\$50	\$50	\$50,000 \$50,000 \$50,000 \$50,000	\$1,177	\$2 1/2 for 1909	8 %	\$34
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,155,045 Tls. 1,155,045 Tls. 1,155,045 Tls. 1,155,045	Tls. 62,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 105
West Point Building Company, Limited	12,500	\$50	\$50	\$12,500 \$12,500 \$12,500 \$12,500	\$1,177	Interim of \$1.50 for 1910	8 1/2 %	\$10
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd ..	20,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 10,991	Tls. 11 for year ending 31.10.07	8 1/2 %	Tls. 90
Hongkong Cotton Spinning, Weaving and Dyeing	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,151	50 cents for year ending 31.7.08		\$44 buyers
International Cotton Manufacturing Company, Ltd ..	10,000	Tls. 75	Tls. 75	Tls. 175,000 Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,378	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 51
Loon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 4,839	Tls. 6 for 1909	10 %	Tls. 50
Say Chee Cotton Spinning Company, Limited	8,000	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 1,177	Tls. 35 for 1909	17 %	Tls. 850
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,500	12/6	12/6	\$1,500 \$1,500 \$1,500 \$1,500	\$646	15 % per share for 1909		\$8 sellers
China-Borneo Company, Limited	60,000	5/6	5/6	\$1,000 \$1,000 \$1,000 \$1,000	NIL	60 cents for 1909	6 1/2 %	\$10
China Light and Power Company, Limited	50,000	5/6	5/6	\$1,000 \$1,000 \$1,000 \$1,000	\$50,242	60 cents for year ended 28.2.06		90 cents buyers
Do. Special shares	10,000	5/6	5/6	\$1,000 \$1,000 \$1,000 \$1,000	\$5,602	80 cents for 1909	10 %	\$74 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,177	\$1.20 for year ending 31.7.09	7 %	\$174 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	5/6	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177	Interim of 15 cents per share for 1910	10 %	\$174 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177	2 1/2 per cent. v.t. \$1.40 for 1909	12 %	\$174 buyers
H. Price & Company, Limited	19,000	\$10	\$10	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177	A dividend of \$1.20 per share and a bonus of 10 cents per share for year end 28.2.10 ..	6 %	\$220 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$1,177	Interim of \$1 per share for 1910	9 %	\$174 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000 \$125,000	\$1,177	Interim of \$1 per share for 1910	9 %	\$174 sellers
Hongkong Roam Manufacturing Company, Ltd	60,000	\$10	\$10	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177	2nd interim dividend of Tls. 15 making in all Tls. 37 1/2 for 1910	5 %	Tls. 1,100
Matschappij of Mijb. Bosch en Landbouwwer	125,000	Gd. 100	Gd. 100	Tls. 125,000 Tls. 125,000 Tls. 125,000 Tls. 125,000	Tls. 1,177	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 ..	8 1/2 %	\$174 sellers
Peak Tramways Company, Limited	15,000	\$10	\$10	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177	None	8 %	\$174 sellers
Peak Tramway Company (new)	15,000	\$10	\$10	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177			
Philippine Company, Limited	75,000	\$10	\$10	\$1,000 \$1,000 \$1,000 \$1,000	\$1,177			
Shanghai-Sumat Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,830 Tls. 300,000	Tls. 1,350	No dividend this year	1 %	Tls. 115
Societe des Pulpes et Papeteries du Tonkin	12,200 Benefit shares 1,200	50 Malayan Beneft Share	50 Malayan Beneft Share	none none none none	none none none none	First year		\$36 sellers \$200 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none none	Dr. \$31,096 \$27,86	None	8 %	\$25
Steam Laundry Company, Limited	20,000	\$25	\$5	none	none	None for year ending 31st May 1910	8 %	\$25 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$11,950	none	60 cents for year ending 31.12.08	5 %	\$60
United Asbestos Orienta Agency, Limited	10,000	\$10	\$5	\$46,000	\$148	15 % per ordinary share for year ended 31.5.10 ..	5 %	\$114 sellers
Watkins Limited	10,000	\$10	\$10	none \$200,000 \$5,000	\$1,241 \$2,413	25 cents for 1909	5 %	\$5 sellers
Watson (A.S.) & Co., Limited	90,000		10	none	\$2,413	2 % for 1909	5 %	\$25
William Powell, Limited	15,000	87		none	\$782	None		\$21 sales

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